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MASTER PLAN

FOR THE DEVELOPMENT OF

McLAREN PARK

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MASTER PLAN

FOR THE DEVELOPMENT OF

McLAREN PARK

Recreation and Park Department
City and County of San Francisco

March 1983

Prepared by: Theodore Osmundson and Associates
Landscape Architects
San Francisco, California

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Project funded by: California State Department of Parks and Recreation
U.S. Department of the Interior
National Park Service
Land and Water Conservation Fund

The consultants wish to thank the community groups and individuals who gave so generously of their time and interest in the development of this report. We are especially grateful to those citizens who attended the public night meetings and gave their invaluable views on facility proposals and specific information based on their personal experiences in and around the park.

We are also appreciative and indebted to members of the San Francisco Police and Fire Departments, the Recreation and Park Department and the Division of Traffic Engineering of the Department of Public Works, who were unstinting in offering their help with specialized information relating to their concerns.

McLAREN PARK MASTER PLAN

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Introduction

San Francisco, like every major city in the civilized world has its parks and open spaces for the pleasure and relaxation of its citizens. The release from tensions and the social interaction between people which happens in those parks are indispensible to the feeling of belonging to a healthy caring community. Planning and design of recreation places is of prime importance to the creation of order and beauty which bring about this sense of well-being. This Master Plan was developed to outline a development program which will realize this goal and shows what the future of McLaren Park can be for the people of San Francisco.

The report is divided into four major parts. The first includes the historical background, needs of the public, a description of the existing facilities both in the park and regionally and the surrounding development and access which affect the park, including land-use, public transit and automobile and pedestrian access.

The years of building without an up-to-date overall plan have not been without their positive aspects. Specifically, they have yielded the engineering infrastructure of roads, irrigation works, drainage structures, electrical service and parking. From the recreational standpoint, the neighborhood needs have largely been met and the nine-hole golf course has operated for over twenty years. A trail system has been developed, trees planted and picnic sites added. Much has been done to set the stage for completion of the park.

The remaining elements to make McLaren Park a truly city-wide park of the first rank are yet to be put into place. They include such features as a relocated and scaled down Mansell Street, an equestrian center and trail system, completion of the hiking trail system, a model farm, reception hall, revised amphitheater, meadows, overlooks and group picnic areas. These future elements are described in the section entitled "The Master Plan."

The park as a natural open space and the factors which make up its complete environment are explained under "Natural Environmental Context." During the preparation of the Plan, an environmental inventory was prepared under sub-contract and has been forwarded separately to the San Francisco Recreation and Park Department.

Finally, the protection of the environment through the adoption of design standards, improvement of wildlife habitat and management concepts are included in the last sections of the report under "Management Concepts and Design Standards."

This Master Plan, if followed through to completion, we believe, will yield a park quite different in character from any existing park in the city. This new park will provide experiences that are unique and through good management will be safe, clean and physically and spiritually satisfying.

BACKGROUND AND PUBLIC NEEDS

I. HISTORICAL BACKGROUND

McLaren Park is San Francisco's second largest and least known major park facility. Originally part of a rancho granted by Governor Alvarado in 1840, the areas around and including the park were first proposed for subdivision development between 1868 and 1904. The Burnham Plan for San Francisco proposed, in 1905, that the hilltops in the area be reserved for public park purposes. These proposed parks were approximately in the present locations of McLaren and Bayview Parks.

The first official move to acquire land for the park came 21 years following the Burnham Plan recommendation when the Board of Supervisors voted to acquire 550 acres for park use in 1926. That year, those advocating acquisition envisioned a plan including an 18 hole golf course, equestrian trails, play fields and there was even consideration of moving the zoo to McLaren Park.

In 1928, the City attempted to pass a two million dollar bond issue to buy land and start development but the attempt was defeated by the voters. However, the first land acquisitions were made that year. Although the first purchases were made for a larger park, the Board of Supervisors reduced the size of the proposed park to 421 acres and again to 361 acres in 1932. Finally the park was set at 318 acres by the Board in 1946, its present size. Property acquisition was completed in 1958.

A view drive and equestrian trails were built in the 1930's by Works Progress Administration grants and labor. The view drive started at Brazil

Avenue and stopped just east of the present twin water tanks off Mansell Street. The equestrian trails and stable were phased out several years later.

The 1950's saw more planning and little development. The City Planning Department issued its report on McLaren Park in 1950 followed by a redevelopment study of the area surrounding the park in 1951. This study recommended redevelopment of much of the adjacent neighborhoods, the construction of a seven and one-half mile crosstown John McLaren Parkway connecting Lake Merced and Bayview Park by way of Mansell, an extension of Mansell and a minor parkway was proposed from Alemany on Cambridge. A portion of this parkway was constructed starting at Brazil within the park and proceeding eastward to San Bruno Avenue. After construction of this segment, I-280 was installed and the need for the crosstown parkway was eliminated. Therefore, the portion of divided highway in the park is now an unneeded anachronism. The minor parkway on Cambridge was never begun. In 1959, a park master plan was prepared undercontract by a group of architects entitled "McLaren Park Associates." This plan included the 9-hole golf course (completed the following year), 6 overnight group camps, picnic sites, trails, the divided Mansell Street, (with an undercrossing), Shelley Drive, two lakes, a park nursery, parking areas and restrooms. With the exception of the golf course and Mansell Street, both previously proposed, little of this master plan has been carried out other than the completion of John F. Shelley Drive with a somewhat different alignment. Only the swimming pool, built in 1958 in the Herz

Playground Area, was added in the decade of the 1950's.

The next ten years saw an important addition to the park almost every year. In 1961 the golf course was completed followed by the construction of Mansell, Visitation, Brazil and Persia within the park in 1963 and Shelley Drive, the park lakes and drainage structures in 1964. During the next year, 1965, the Louis Sutter and Herz Playgrounds and the water distribution system were installed. Sunnydale was extended in 1969, rounding out a decade of construction in the park.

The 1970's began with the completion of the Harvard-Burrows area in 1970, the tennis courts in 1971, the amphitheatre in 1972 followed by a period of six years in which very little improvement was undertaken. In 1976, community groups around the perimeter of the park, working with city staff from the Recreation and Parks Department and Park Engineering prepared an interim plan setting forth the immediate needs of the neighborhoods and the Mansfield-Burrows playground was added in 1978. Between 1978-1980 development began again. New trails, pathways, stairs, planting and irrigation were completed and the development of the Wilde Reservoir overlook area began. In 1981, more trails, pathways, benches, planting, irrigation, parking area improvements, family picnic units and improvements in the upper reservoir irrigation pumping system were completed. The Wilde Reservoir overlook area with its theme viewing tower was also finished and opened to the public.

A new comprehensive Master Plan was started in 1980 under contract with Theodore Osmundson and Associates, Landscape Architects of San Francisco. Funding is now available and plans have been completed for

extending the trail system, additional forestation, expansion of group and family picnicking, installation of park signs and protective barriers in 1983.

After two decades of development under the direction of the Recreation and Parks Department this 318 acre park is at last emerging as one of San Francisco's major recreational assets.

McLAREN PARK
HISTORY

1840 - Originally part of a rancho granted by Governor Alvarado in 1840.

1868 - 1904 - Subdivisions were drawn up in 1868 and 1904

1905 - Burnham plan proposed that hilltops be used for park purposes at present locations of McLaren and Bayview Parks.

1926 - Board of Supervisors votes to acquire 550 acres for McLaren Park. (Park first proposed)

1926 - Plan for park called for an eighteen hole golf course, equestrian trails and play fields. Moving zoo to park was considered.

1928 - Property acquisition begun. A two million dollar bond issue to acquire land and develop the park was defeated.

1932 - Park Commission votes to reduce park area to 421 acres. Later to 361.

1930 - 1940 - Equestrian trails on south slopes were developed and a view drive built by W. P. A. starting at Brazil St.

1946 - 318 acre park boundary set by Board of Supervisors.

1950 - City Planning report on John McLaren Park issued.

1951 - John McLaren Park area recommended as a redevelopment area. Recommendation for seven and one half mile John McLaren Parkway connecting Lake Merced and Bayview Park by way of Mansell and an extension of Mansell. A minor parkway was proposed from Alemany on Cambridge.

1958 - Property acquisition complete.

1958 - Swimming pool built.

1959 - Master Plan prepared.

1961 - Golf course completed.

1963 - Park roads; Mansell, Visitation, Brazil and Persia completed.

1964 - Shelley Drive, Park lakes and drainage structures built.

1965 - Louis Sutter playground constructed.

1965 - Herz playground built.

1965 - Water distribution system installed.

1968 - Extension of Sunnydale Ave. completed.

1970 - Harvard-Burrows area developed.

1971 - Tennis court area built.

1972 - Amphitheatre constructed.

1976 - Interim Master Plan developed with aid of community.

1978 - Mansfield/Burrows playground completed.

1978 - 1980 - Trails, pathways, stairs, planting, and development of Wilde Reservoir overlook area begun.

1981 - Trails, pathwqys, improvements to Louis Sutter, Harvard/Burrows and upper reservoir, completion of Wilde Reservoir area including viewing tower.

1983 - Trails, park entrance signs, a group picnic area, family picnic sites, reforestation, improvements at the Upper Reservoir, two lighted tennis courts and protective barriers for developed areas are under construction.

II. EXPRESSED NEEDS

A. People Interests and Demands

No surveys have been made to determine the recreation habits, needs, and preferences of the citizens of San Francisco. As may be seen in the Map, "City Recreational Facilities", however, McLaren Park is one of the largest park areas in the City, ranking second only to Golden Gate Park in area. The area is especially suited to people whose interests are hiking, picnicking, horseback riding, field sports, golfing and sight-seeing. Although it is difficult to measure demand in most of these activities, horseback riding is clearly in short supply. The shortage of horse boarding facilities in Golden Gate Park (the only public facility existing at the present time) with a backlog of approximately 275 potential boarders indicates that another equestrian center is needed. McLaren Park is the most suitable new site for such a center. Also, no public community building of the kind and quality proposed for McLaren Park exists in the southern part of the City. This building is not a duplication of the new recreation building at Crocker Amazon Playground. It is reasonable to expect that this building will be heavily used by the surrounding neighborhoods as well as by persons and groups from throughout the City. The interest in walking and hiking is well established and recognized. The extension of existing trails over the past four years and the completion of the system planned for the immediate future will go far in meeting the demand from this use group.

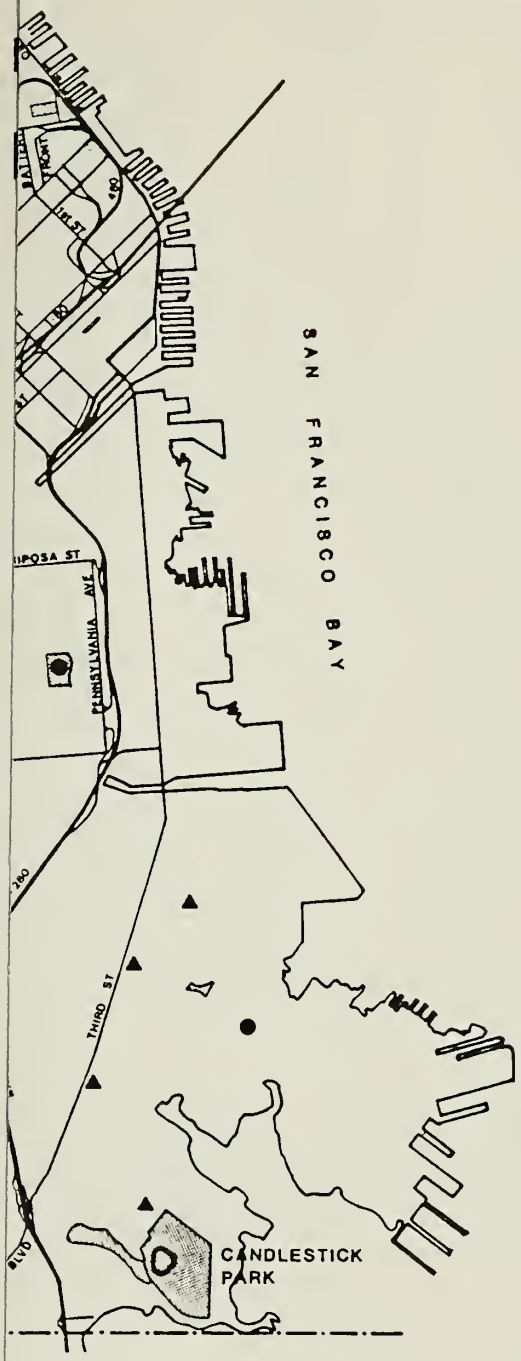
It should be noted that the demand for game courts and playfields is now being met by school ground facilities, the Crocker Amazon Playground

the existing fields and courts at the Louis Sutter Playground and the Tennis center within the park.

B. City and Neighborhood Recreational Needs

The needs of the surrounding neighborhoods and the people of San Francisco should and will have a major part in determining the long-term development of the park. During the course of the study, a series of three public neighborhood meetings and two meetings for the general public were held, at which proposed or possible development was presented. A list of suggested facility needs was given to each person present with the request to mark the list of 16 items in the order of the individuals' priorities. In order of preference, the following were the priorities expressed:

1. Hiking Trails
2. Picnicking
   Family
   Group
3. Windbreak Planting
4. Security
5. Model Farm
6. Street Closing (Mansell and part of Brazil)
7. Reception Building & Park Office
8. Signs - Entrance, Directional and Place
9. Adventure Playground
10. Overlooks for View Enhancement
11. Muni Access (Better)
12. Natural Areas



ATIONAL FACILITIES

PARK MASTER PLAN

ATION & PARKS
FRANCISCO, CALIFORNIA

& ASSOCIATES, Landscape Architects & Planners

LEGEND

- CITY PARKS & OPEN SPACE
- G — GOLF COURSE
- ▲ — PLAYGROUND
- ● — RECREATION CENTER

0 0.5 1.0 1.5
SCALE IN MILES

NORTH

CITY RECREATIONAL FACILITIES

McLAREN PARK MASTER PLAN

DEPARTMENT OF RECREATION & PARKS
CITY & COUNTY OF SAN FRANCISCO, CALIFORNIA

THEODORE OSMUNDSON & ASSOCIATES, Landscape Architects & Planners

13. Planting
    Wildlife Cover
    Landscape Enhancement

14. Bicycle Trails

15. Equestrian Trails

16. Open Air Amphitheatre

Also: Additional Playlots, and

Major Play Area

These suggestions have been considered, along with the comments which came out during the public meetings, for site practicality and financial feasibility. As a result of these meetings it was possible to proceed with the construction of several high priority items during the preparation of the Master Plan.

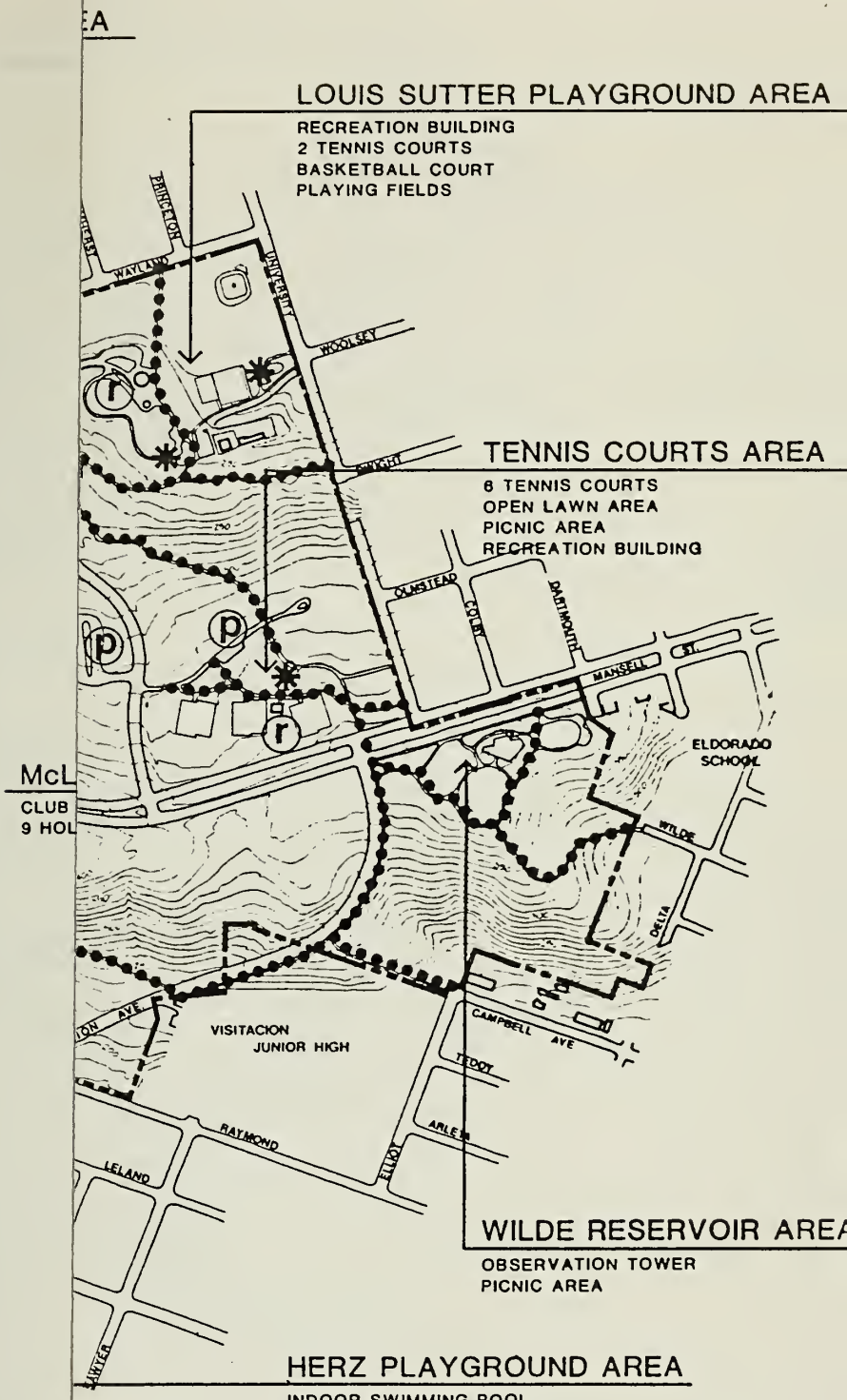
The meetings were not all well attended and many did not respond fully or at all to the questionnaire. Some spoke as individuals and others spoke in behalf of the organizations they represented. Despite this, the public meetings were very valuable in offering interested citizens and users of the park to express their desires for future development and to give the planners first-hand insights regarding problems and possible solutions to problems. In addition to the above items, great concern was expressed about the trash and litter then being dumped illegally in the park and the general lack of security. It should be noted also that almost all of those attending the five public meetings were from surrounding neighborhoods with almost no attendees from the city generally. The differences in needs of these user grounps is not expressed in the above list.

III. EXISTING FACILITIES

A. Current Park Facilities

Most of the existing facilities in the park have been located on the perimeter of the site to better serve the adjacent neighborhoods. These facilities include those in the Harvard-Burrows area, Louis Sutter Playground, Herz Playground, Mansfield/Burrows and the Sunnyvale Picnic Area.

Facilities which are community-wide or city-wide in nature are the tennis courts, the amphitheater, the Wilde Reservoir Area, the trail system, McLaren Golf Course (9 holes), the Upper Reservoir Area and the Crocker-Amazon Recreation Center. In addition, there are well developed court game facilities at each of the four public schools located around the perimeter of the park, John McLaren School, Luther Burbank Junior High School, El Dorado School and Visitacion Junior High School. Although the schools are closed after class hours, they meet a substantial part of the recreational demand for court game activities, while they are open for school use. This is particularly important in that the park terrain severely limits the construction of additional game courts within its boundaries. The existing facilities for recreation, the park roads and the utilities now form the basis and infrastructure for new development which will provide entirely new recreation experiences within the park. They will also permit the completion and further refinement of existing use areas into far more useful and satisfying places for both passive and active recreation and enjoyment of the outdoors.



ECREATION USES

PARK MASTER PLAN

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N FRANCISCO, CALIFORNIA

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LEGEND

- ✱ PLAY AREA
- ⓡ RESTROOM
- ⓟ PARKING AREA
- ⓐ AMPHITHEATER
- •••• TRAIL SYSTEM

SOURCE:
DEPARTMENT OF PUBLIC WORKS, CITY & COUNTY OF SAN FRANCISCO
THEODORE OSMUNDSON & ASSOCIATES

GROUP PICNIC AREA
GROUP FACILITIES FOR UP TO 172 PEOPLE
OPEN LAWN AREA

HARVARD-BURROWS AREA
OPEN LAWN AREA
PRACTICE BASKETBALL COURT

LOUIS SUTTER PLAYGROUND AREA
RECREATION BUILDING
2 TENNIS COURTS
BASKETBALL COURT
PLAYING FIELDS

TENNIS COURTS AREA
8 TENNIS COURTS
OPEN LAWN AREA
PICNIC AREA
RECREATION BUILDING

McLAREN GOLF COURSE
CLUB HOUSE
9 HOLE GOLF COURSE

CROCKER-AMAZON RECREATION CENTER
PLAYING FIELDS
3 TENNIS COURTS
2 BASKETBALL COURTS
BOCCE COURTS
MULTI-USE PAVED AREA
RECREATION BUILDING

WILDE RESERVOIR AREA
OBSERVATION TOWER
PICNIC AREA

HERZ PLAYGROUND AREA
INDOOR SWIMMING POOL
RECREATION BUILDING
TENNIS COURT
BASKETBALL COURT
PLAYING FIELD

LUTHER BURBANK JUNIOR HIGH
JOHN McLAREN SCHOOL
CROCKER-AMAZON RECREATION CENTER
VISITACION JUNIOR HIGH
ELDORADO SCHOOL
JOHN SHELLEY DRIVE
MANSELL ST.
GENEVA AVE
VISITACION AVE
BROOKDALE

0 150 300 600 900
SCALE IN FEET

NORTH

EXISTING RECREATION USES

McLAREN PARK MASTER PLAN

DEPARTMENT OF RECREATION & PARKS
CITY & COUNTY OF SAN FRANCISCO, CALIFORNIA

THEODORE OSMUNDSON & ASSOCIATES, Landscape Architects & Planners

Structures	Amphitheater Area	Crocker-Amazon Connector Area	Golf Course Walk Area	Harvard-Burrows Area	Herz Playground	Louis Sutter Playground	Tennis Courts Area	Upper Reservoir Area	Mansfield-Burrows Area	Visitacion Walk Area	Wild Reservoir Area	Sunnydale Picnic Area	Total (Park-Wide)
Amphitheater	1												1
Indoor Swimming Pool					1								1
Maintenance Bldg./Yard						1							1
Overlook Tower/Plaza											1		1
Recreation Bldg./Restrooms					1	1	1						3
Restroom Building				1									1
Recreational Development													
Basketball Court					1	1							2
Basketball/Half-Court		1		2					1				4
Bench		5	6	15	11	13	6	6	19		26		107
Parking Space	78					50	22	42					192
Path (Developed)													7.1 Miles
Picnic Site				15		16	13		4		14	13	75
Play Area		1		2	2	2			1				8
Soccer Field						1							1
Softball Field						1							1
Tennis Court					1	2	4						7
Parking on Park Street													1049

McLAREN PARK / EXISTING FACILITIES

Structures

Administration Building
Amphitheater
Indoor Swimming Pool
Maintenance Building/Yard
Overlook Tower/Plaza
Recreation Building/Restrooms (3)
Restroom Building

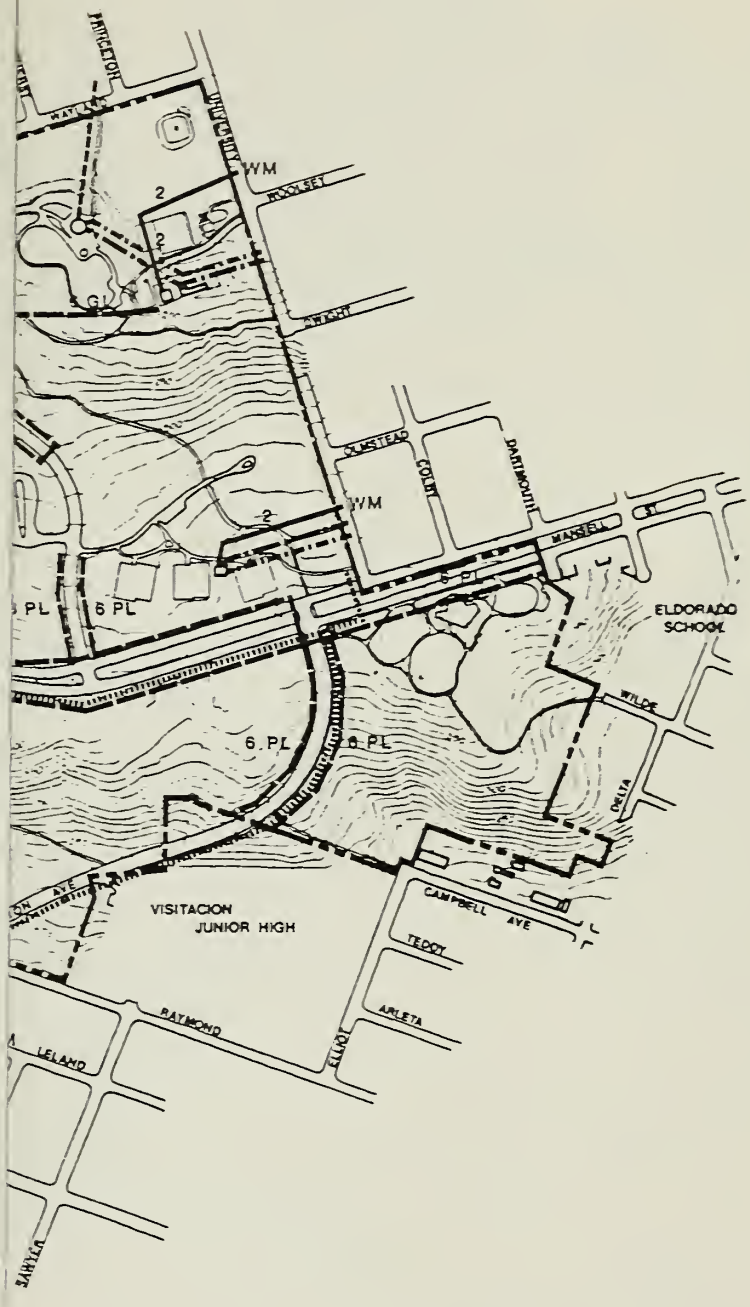
Recreational Development (Exclusive of Crocker Amazon)

Basketball Courts (2)
Basketball/Half-Court (4)
Benches (107)
Parking Spaces (192)
Trails (7.1 Miles)
Picnic Sites (75)
Play Areas (8)
Soccer Field
Softball Field
Tennis Courts (7)

B. Utilities

McLaren Park's needs are primarily for water used in irrigation, the indoor swimming pool, restrooms and drinking fountains. Electric power is needed for irrigation controllers, pumps, occasional lights and audio equipment for public entertainment.

There is telephone service at the mounted police station and the recreation building in the Louis Sutter Playground; the amphitheater; the pumphouse at the Upper Reservoir; the tennis courts; the park maintenance residence near the amphitheater; and the indoor swimming pool at Visitacion and Hahn. Gas service exists only at the swimming pool, the recreation building in Louis Sutter Playground and the park maintenance residence.



ILITIES

PARK MASTER PLAN

ATION & PARKS
FRANCISCO, CALIFORNIA

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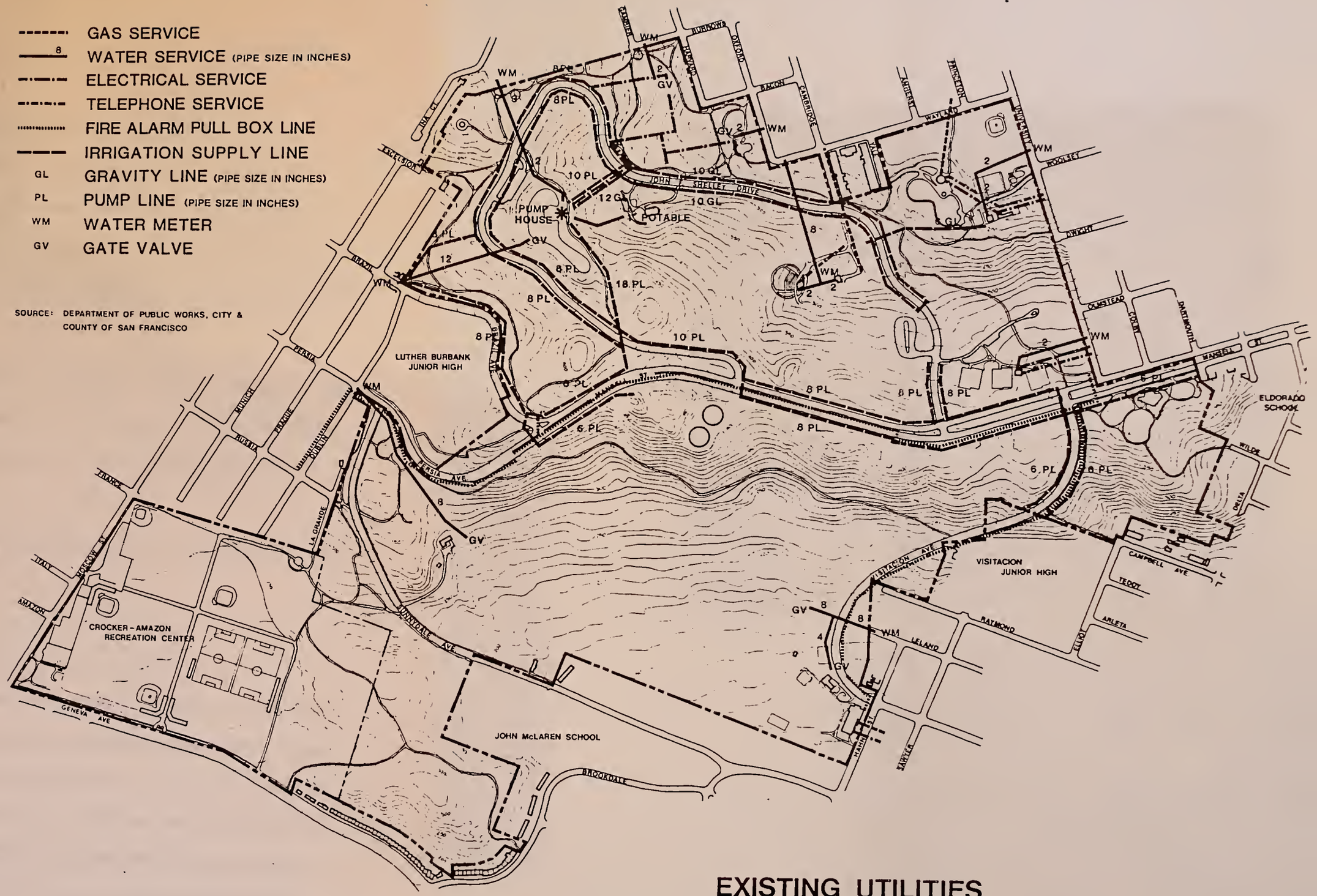
LEGEND

- GAS SERVICE
- 8 WATER SERVICE (PIPE SIZE IN INCHES)
- ELECTRICAL SERVICE
- TELEPHONE SERVICE
- FIRE ALARM PULL BOX LINE
- IRRIGATION SUPPLY LINE
- GL GRAVITY LINE (PIPE SIZE IN INCHES)
- PL PUMP LINE (PIPE SIZE IN INCHES)
- WM WATER METER
- GV GATE VALVE

SOURCE: DEPARTMENT OF PUBLIC WORKS, CITY & COUNTY OF SAN FRANCISCO



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NORTH

EXISTING UTILITIES

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DEPARTMENT OF RECREATION & PARKS
CITY & COUNTY OF SAN FRANCISCO, CALIFORNIA

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A fire alarm pullbox line is located at Mansell Street and Visitacion Avenue.

In 1981, a new pump system was installed in the pump-house adjacent to the Upper Reservoir. This new system will permit the water in the reservoir, which enters the reservoir at night from the City main at Brazil and Dublin, to be automatically under pressure at all times for use in the parks irrigation system above the level of adequate gravity flow.

Irrigation for lower elevations is operated from gravity pressure in mains running downhill from the Upper Reservoir and from City meters located near the facilities being served. Potable water is supplied entirely from City meters.

Potable and irrigation water is supplied directly from City meters located near the facilities being served.

C. Regional Facilities

Facilities of similar size and open natural character are in very short supply in the immediate area of the Park. The most obvious nearby regional park is San Bruno Mountain State and County Park, an open wind-swept area with fine distant views but little tree cover. Although trails exist and new ones are planned, the nature of the terrain and vegetation is such that the recreational experience will not be of the quality found in McLaren Park, The equestrian trails at San Bruno Mountain State and County Park are not being promoted for use because of the current possibility of losing the privately owned stable on

the north side of the park. Other regional recreational areas in San Francisco are the Golden Gate National Recreation Area, Golden Gate Park and The Presidio of San Francisco. Each of these areas supplies a generally different range of recreational experiences from that of McLaren Park.

The nearest parks of a similar nature are Tilden and Redwood Regional Parks in the East Bay and the Marin County side of the Golden Gate National Recreation Area and the Point Reyes National Seashore.

The other parks shown on the Map, "City Recreational Facilities provide a predominantly localized recreational experience.

IV. SURROUNDING DEVELOPMENT AND ACCESS

A. Adjacent Land Use

McLaren Park is located on the south boundary of the City in an area of low to median income residential and light industrial, commercial and transportation land uses. The surrounding areas (see Adjacent Land Use Map) are predominantly single-family residential accounting for the high level of neighborhood interest in the park in past years. Most of the neighboring residential area is to the north and west. The neighborhoods to the east are largely cut off by Highway 101 and to the south, the dense residential areas stop at the Old Bayshore Highway. McLaren Park can be reached from these neighborhoods

.AND USE

PARK MASTER PLAN

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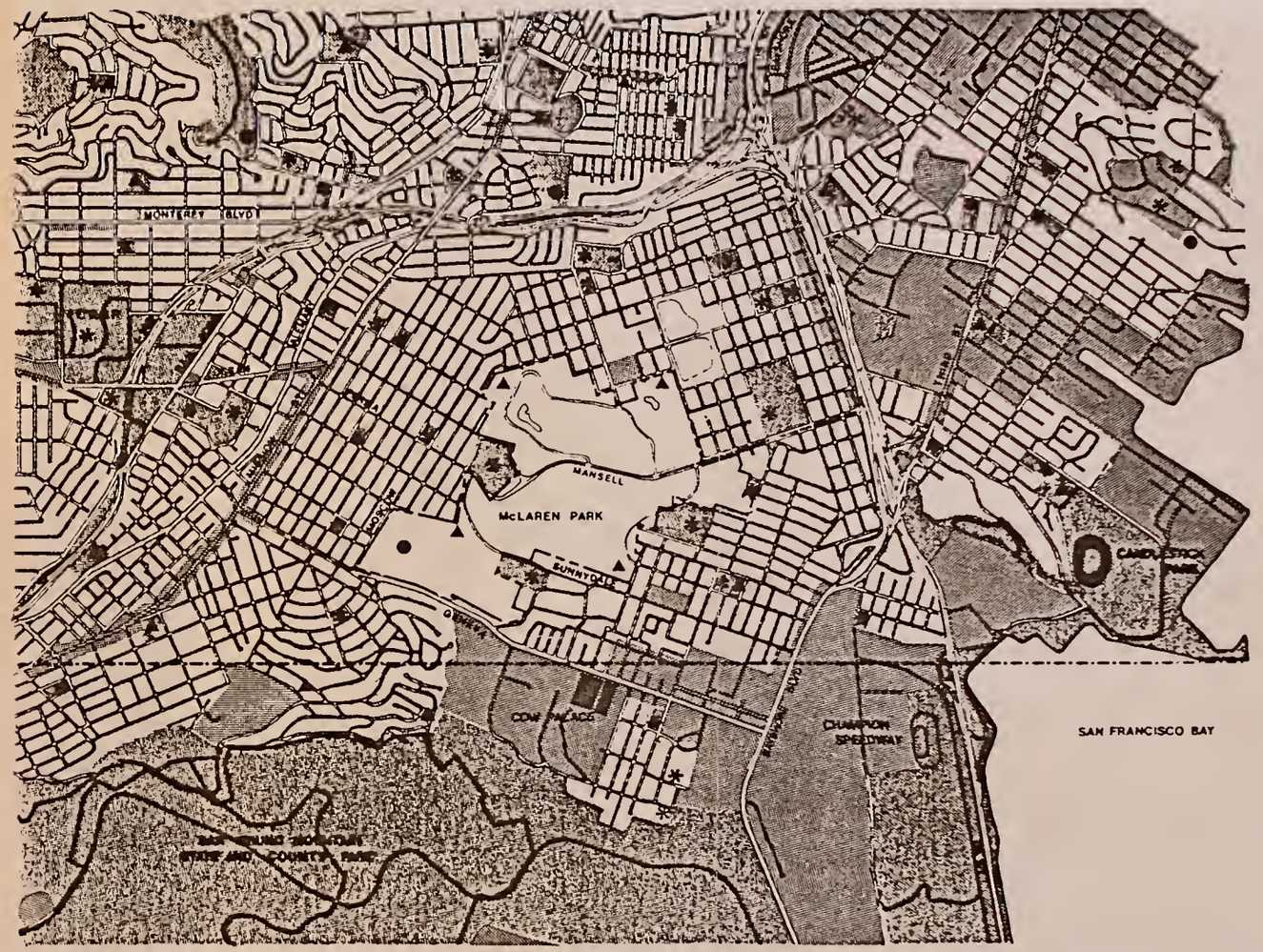
LEGEND

- RESIDENTIAL
- COMMERCIAL & INDUSTRIAL
- PARKS & OTHER PUBLIC
- ● RECREATION CENTER
- ▲ PLAYGROUND
- * SCHOOL



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SCALE IN FEET

NORTH

ADJACENT LAND USE

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by car in a matter of a few minutes, with the balance of San Francisco only a few additional minutes away. Scheduled Muni Bus service to the park is also available (See Public Transit, Map). No up-to-date socio-economic data on the surrounding residential area is available, but little major change in population is likely. However, the population of the low density San Bruno Mountain area of Daly City to the south is expected to increase by 40% within the next few years according to statements by that City's public officials. It is expected that park visitors from the balance of San Francisco will be attracted to McLaren Park with the addition of proposed City-wide facilities.

B. Public Transit Access

The San Francisco Municipal Railway's "5 Year Plan 1979-1984" projected three motor coach routes serving McLaren Park. They are #15 which now proceeds along Third Street from downtown to Bayshore Boulevard then moves westward to proceed along Geneva passing the south side of the park and Crocker-Amazon Playground continuing across Mission Street and terminating just west of I-280. Transfers would then be made to other motor coach routes into the Sunset and Mission Districts.

Motor Coach #72 now begins at Third Street and Evans, crosses I-101 and proceeds west on Mansell (inside the Park) into the Mission and Sunset Districts terminating at Geary Boulevard and 33rd Avenue. Motor Coach #15 interesects #72 at Third Street and Evans for transfer into the Park on Mansell.

Motor Coach #25 comes from dowtown along I-101, turns into Bayshore Boulevard to the Cow Palace on Geneva then turns north onto Sunnyvale where

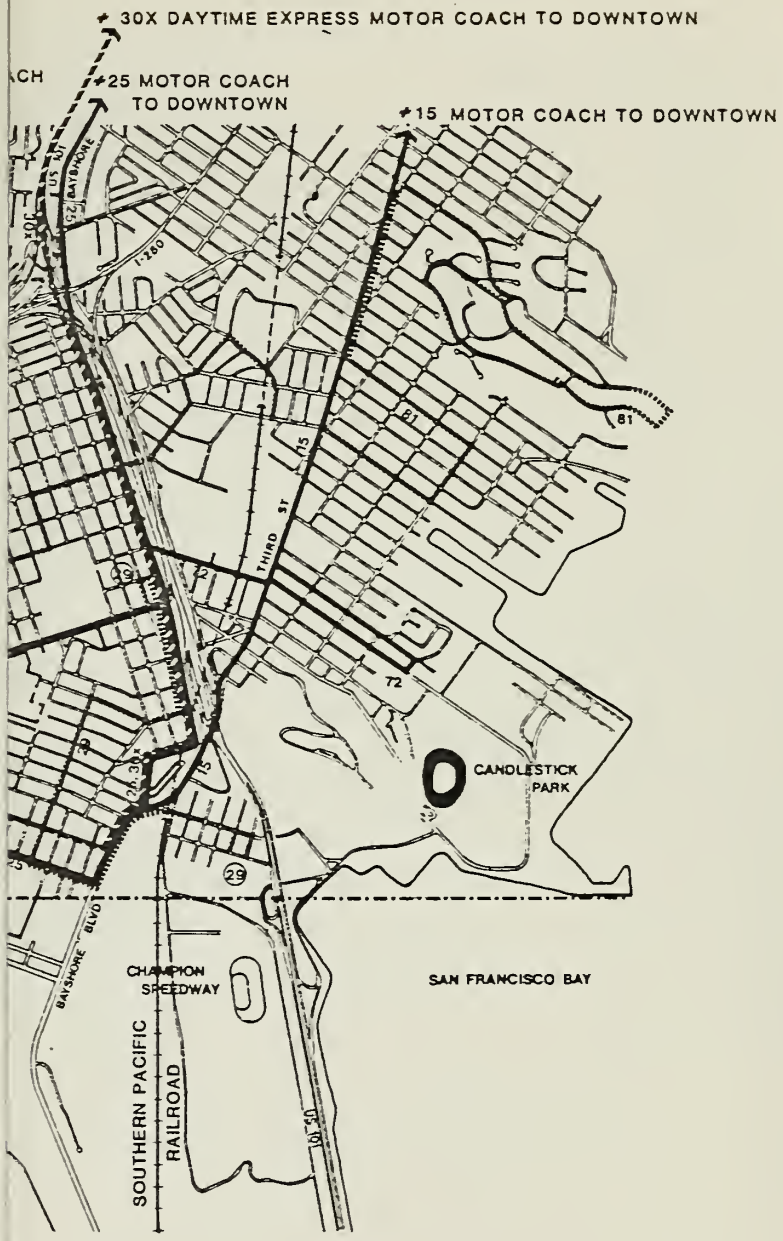
it terminates at the McLaren Park Golf Course.

Other neighborhood routes passing within one to three blocks of the park are #81, #37, #43 and #30X.

The above routes serve the park far better than the previous service which provided only #29 Motor Coach from Bayshore Boulevard to the intersection of Mansell and Visitacion and returned to Bayshore and one other point of contact with the Park, Route #81 which provided service to the Louis Sutter Playground Area. Route #81 will continue to serve Louis Sutter Playground. (See Map 9, Public Transit.)

C. Automobile and Pedestrian Access

Two major highways provide the primary access to McLaren Park. The park is only .5 miles West from the Paul Avenue turnoff from U.S. Highway 101 and 1.8 miles east of the Geneva Avenue turnoff of U.S. Highway 280. U.S. 101 comes from the East Bay via the Bay Bridge, bypasses the downtown area and proceeds south toward the San Francisco Airport, the Penisula, and Los Angeles. U.S. 280 begins a short distance from the San Francisco end of the Bay Bridge, crosses U.S. 101 within the city limits and proceeds westwards, bisecting San Francisco, crossing Ocean and Geneva Avenues to Daly City where it becomes the Junipero Serra Freeway to San Jose, finally joining U.S. 101 at East San Jose. Both major highways have intersections with major city streets which can feed automobile traffic to the Geneva Avenue and the Paul Avenue (Mansell) turnoffs. Geneva proceeds along the south boundary of the park at the Crocker Amazon Playground and joins Bayshore Boulevard just east of the Cow Palace. A third major, but less obvious route into the park from U.S. Highway



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LEGEND

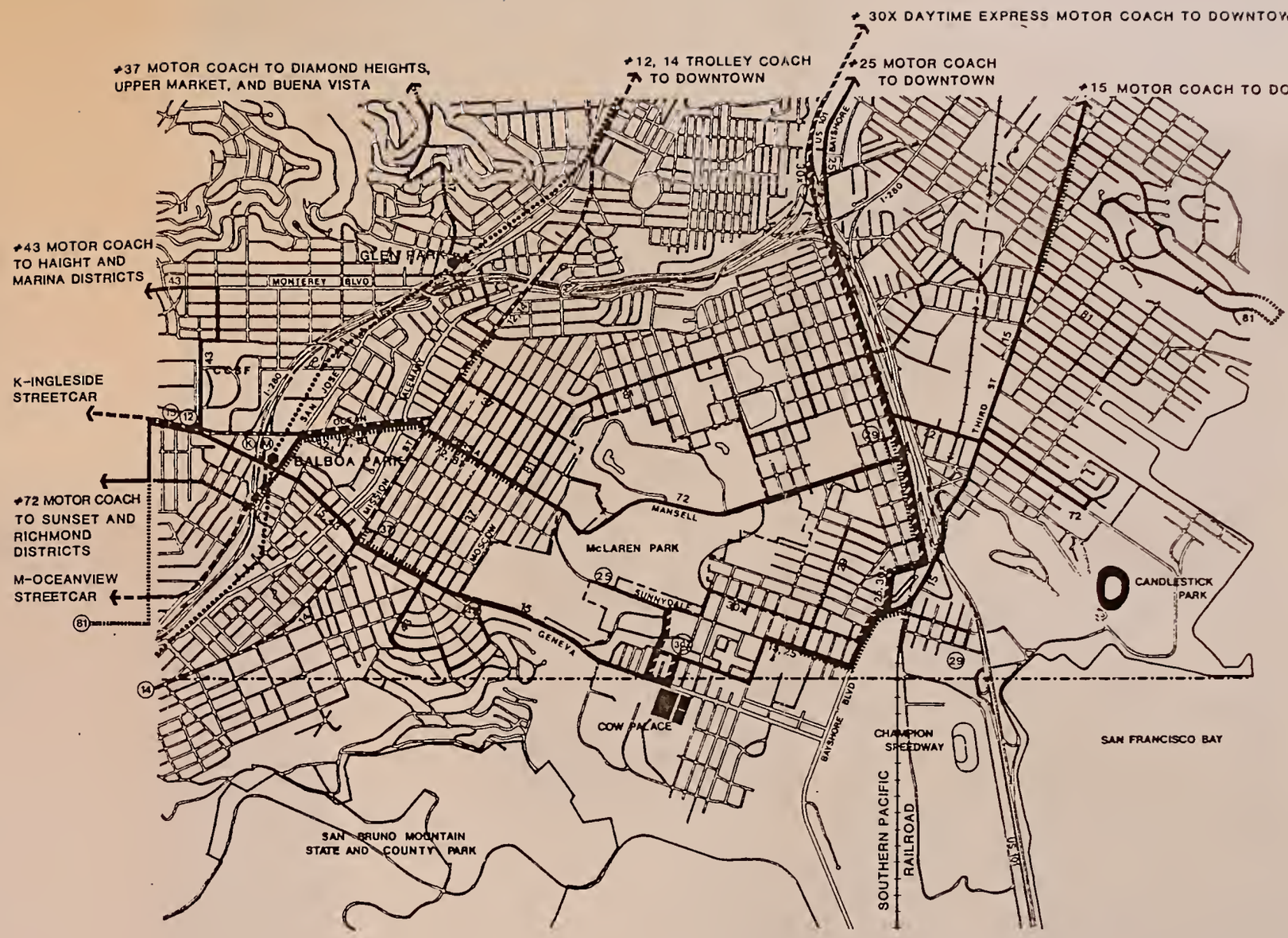
BART

- DALY CITY LINE
- STATION

MUNI

- DIRECT ACCESS
- MAJOR CONNECTING LINE
- LOCAL FEEDER LINE
- DAYTIME EXPRESS LINE
- (43) ROUTE TERMINUS

SOURCE:
BAY AREA RAPID TRANSIT DISTRICT
SAN FRANCISCO MUNICIPAL RAILWAY



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PUBLIC TRANSIT

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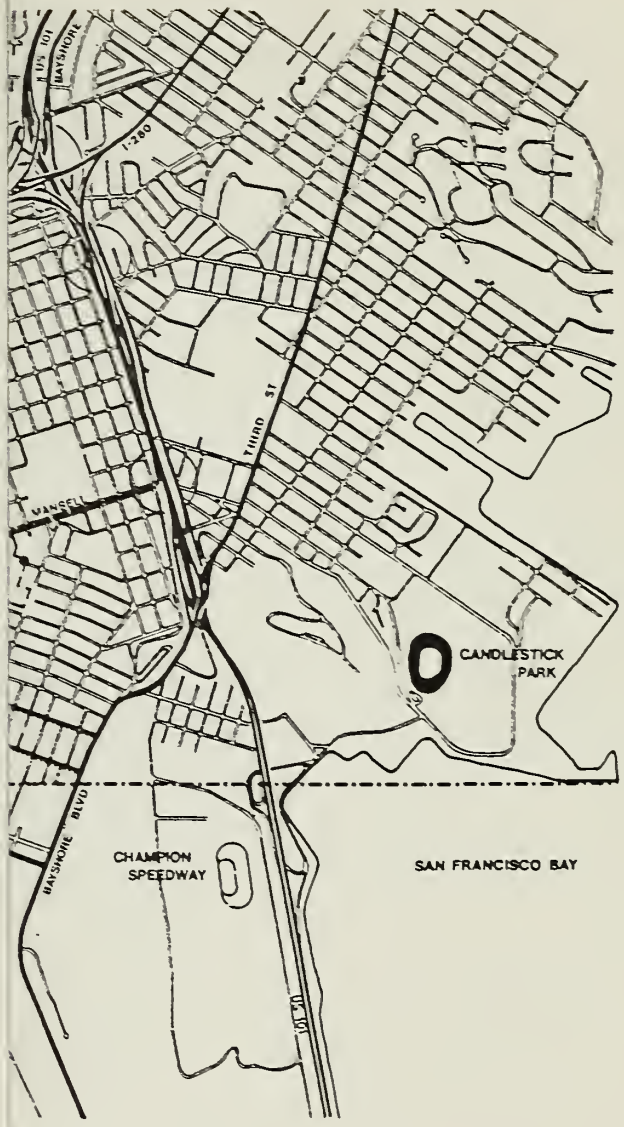

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LEGEND

MAJOR TRAFFIC ARTERY

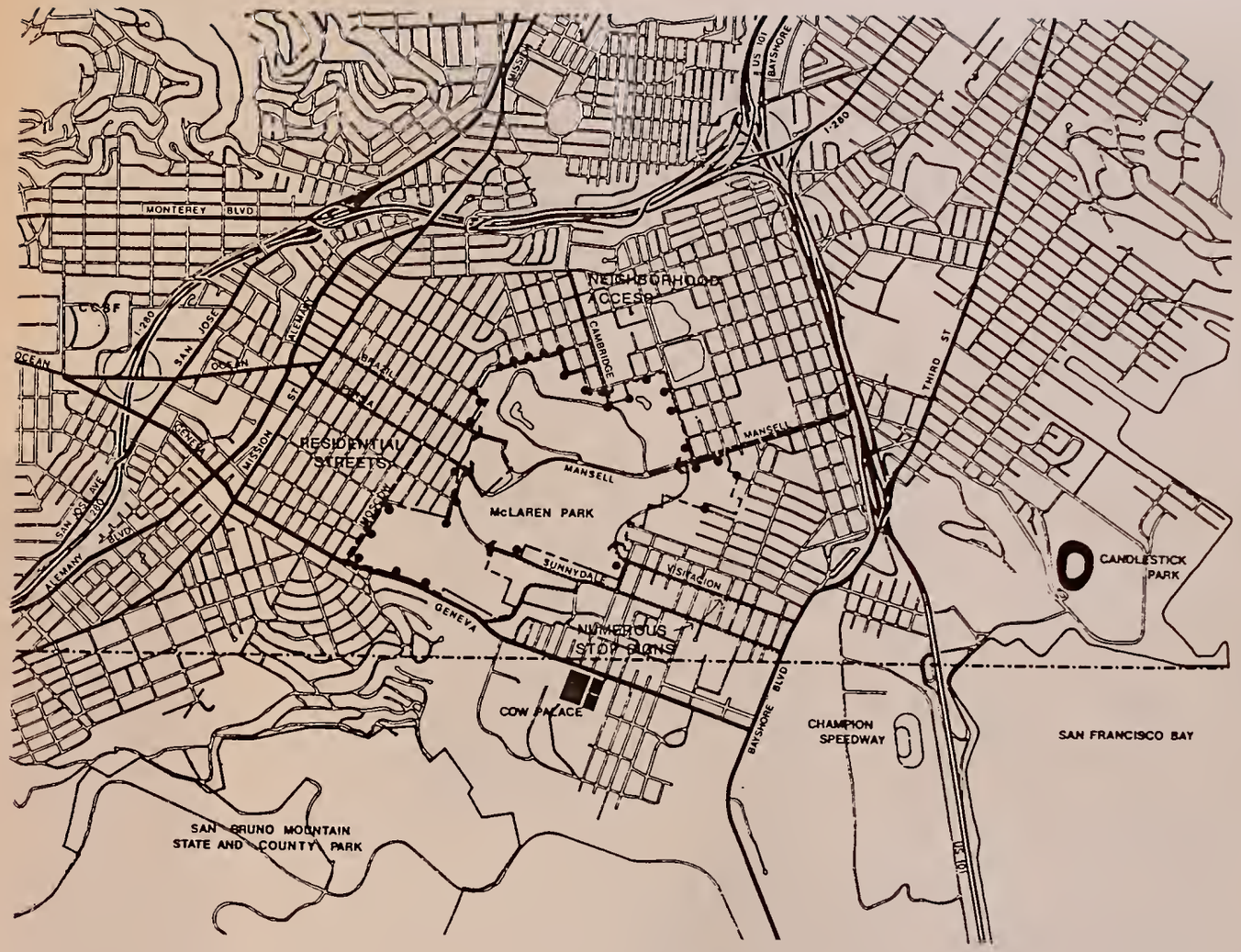
PRIMARY ACCESS STREET

SECONDARY ACCESS STREET

PEDESTRIAN ACCESS POINT

FREEWAY ON/OFF RAMP

SOURCE:
INTERPRETATION BY THEODORE OSMUNDSON & ASSOCIATES



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SITE ACCESS

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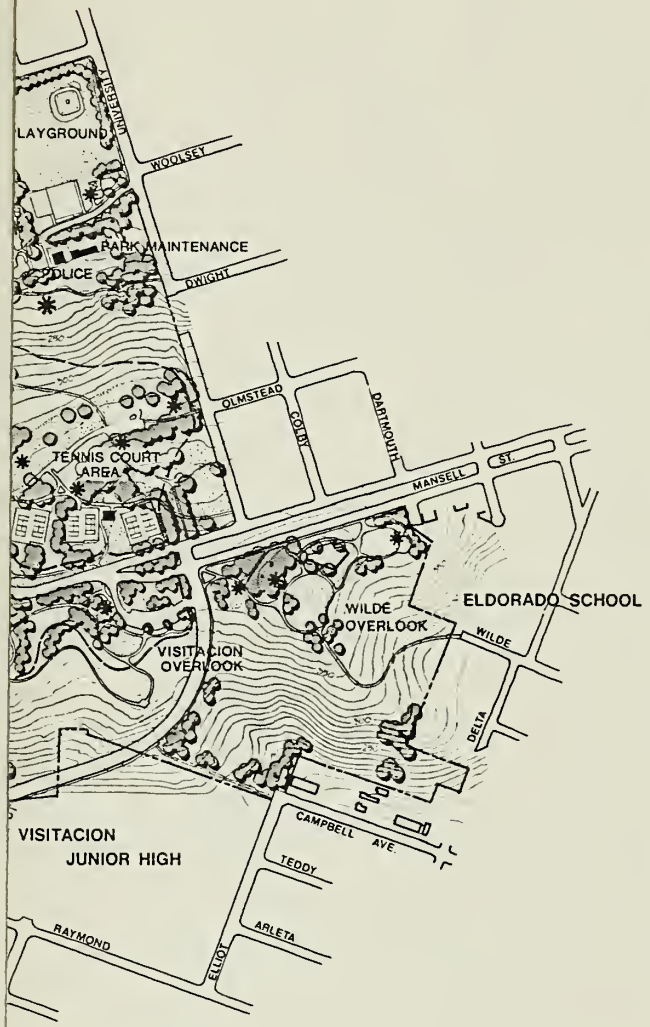
280 begins at the Ocean Avenue turnoff, proceeds east to an intersection with Persia Avenue and thence into the park on both Persia and Mansell Street. Cambridge Street enters the park from the north intersecting John F. Shelley Drive within the park; Visitacion and Sunnydale enter from the south joining Mansell, the current main east-west park road; and Brazil enters from the west joining Mansell inside the park. Although McLaren Park is easily accessible from all parts of the city, it is located in the lower southeast quadrant near the San Mateo County line and more readily serves that area of San Francisco.

Pedestrian access points from major traffice arteries, primary access streets and secondary access streets number over thirty locations. Additionally, numerous neighborhood streets deadend at the park boundary, providing pedestrian access. (See Site Access Map).

THE MASTER PLAN



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V. MASTER PLAN

Several important and unique factors affect the development and use concept for the McLaren Park Master Plan. These are so strong that they virtually preclude certain uses and require others. The steep topography, prevailing strong winds, large size, location within the city, surrounding neighborhoods, striking views and geographical location are compelling determinents in how the park is designed for public use. Much of the development of the park up to 1978 , when the current development of the park began, was determined by the acute need of the surrounding neighborhoods for locally oriented play equipment areas and open playfields. The nine-hole golf course and the amphitheater are important exceptions. No plan including city-wide facilities had been made since 1957, consequently, little development of this kind has taken place. However, the park is capable of providing both neighborhood and city-wide recreation.

The park's size, topography and sweeping views in almost all directions suggest the preservation and enhancement of the natural landscape to the greatest extent possible rather than an intensive organized muscle-sports development program. Neighborhood play areas logically have developed on the available level areas around the perimeter of the site including the Crocker Amazon Playground leaving the undeveloped and steep center for community and city-wide functions. This latter area lends itself well to hiking and equestrian trails, view overlooks, tennis courts, group and

family picnic sites, a natural amphitheater, a model farm and a community building with a magnificent view to downtown and the Bay.

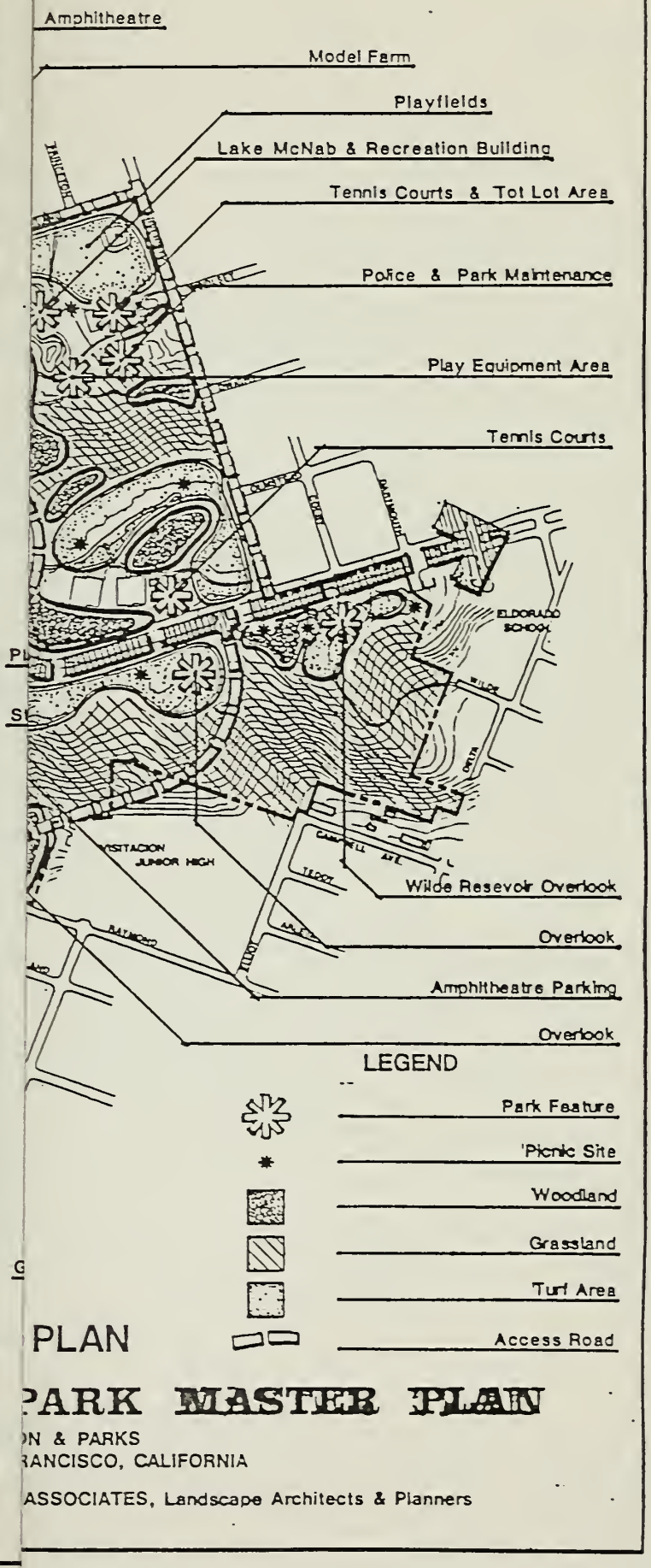
The concept for park development therefore is to maintain the natural appearance and wildlife habitats of the park, to continue to use the perimeter of the park for neighborhood recreation with the central areas of the site devoted to community and city-wide use, to realign and decrease the size (but not the function) of Mansell to a more appropriate park scale, to concentrate future development on passive and non-organized recreation and to develop the plantings in the park with hardy trees and shrubs to protect use areas from the strong winds and for landscape enhancement.

The features described in the following sections are selected to carry out this general concept.

A. Vehicular Circulation System

1. Park Roads

McLaren Park has five roads which provide the vehicular access to its facilities and general cross-park access from neighborhood to neighborhood. They are: Mansell Street, Visitacion Avenue, John F. Shelley Drive, Sunnydale Avenue, Brazil Avenue, Persia Avenue and Cambridge Street. The most dominant is the divided four lane Mansell Street connecting the Excelsior neighborhood on the west with the Portola and Visitacion neighborhoods on the east. It begins at San Bruno Avenue at the east and ends at Brazil and Persia within the park. Mansell is aligned along the top of the park's major ridge, preempting several acres


Amphitheatre
Model Farm
Playfields
Lake McNab & Recreation Building
Tennis Courts & Tot Lot Area
Police & Park Maintenance
Play Equipment Area
Tennis Courts
Wilde Resevoir Overlook
Overlook
Amphitheatre Parking
Overlook
LEGEND
Park Feature
Picnic Site
Woodland
Grassland
Turf Area
Access Road
PLAN
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N & PARKS
RANCISCO, CALIFORNIA
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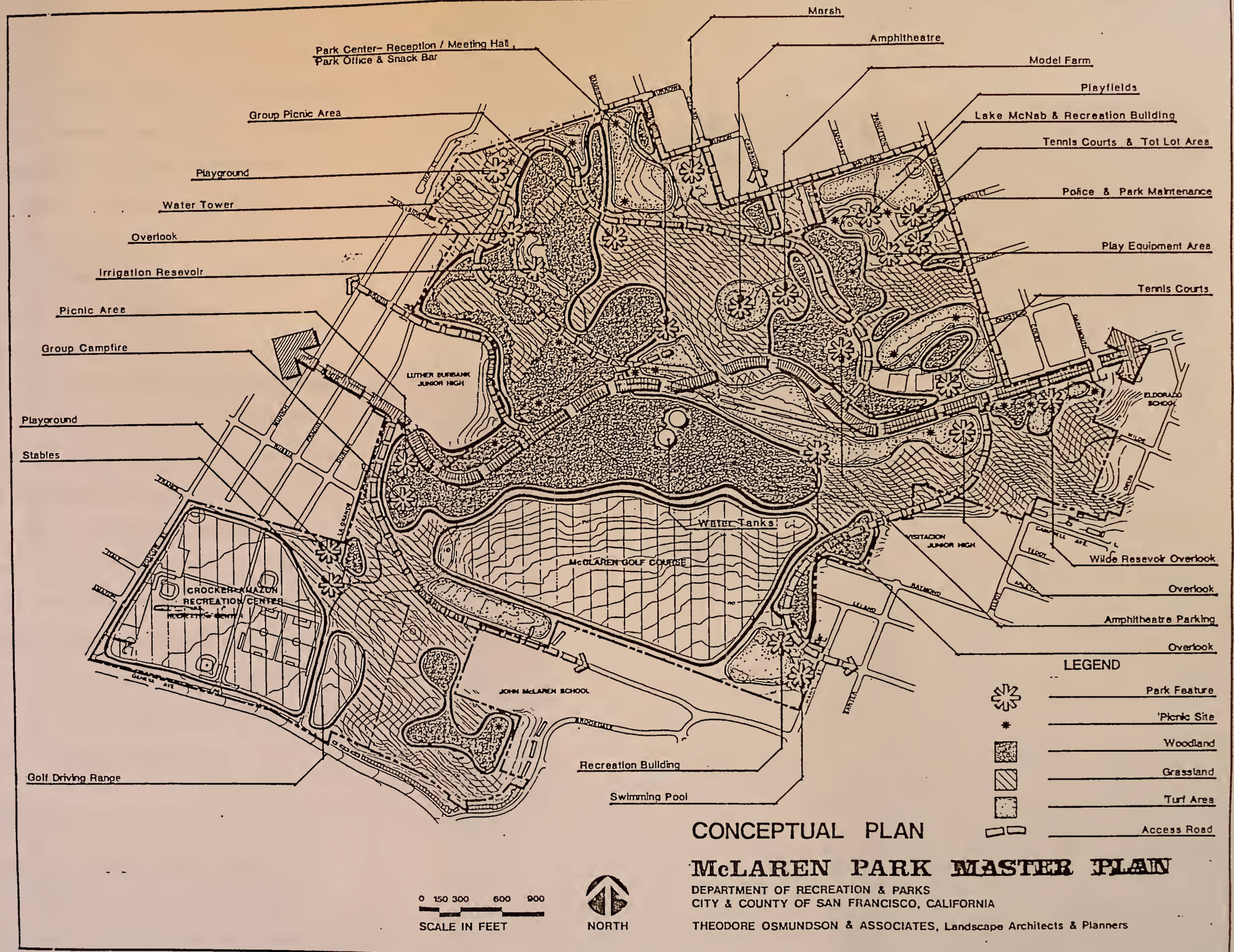

CONCEPTUAL PLAN

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of choice relatively flat land in the center of the park. Although carrying light traffic volumes between neighborhoods, the throughway is designed for high speed traffic with no provision for turnouts, parking areas or access points to serve park facilities. It serves as the crossing through the park for the #72 Muni Bus travelling east and west. This "street", actually a little used stretch of high-speed highway is greatly overdesigned, uses the major central open space of the park and divides the park in two. (See Mansell Street Planning Alternatives, in the next section.) There are two intersections with John F. Shelley Drive which allow access to the northern part of the park with a connection at Cambridge Street to the residential areas on the north side. Visitacion begins at the intersection with Mansell Street and moves southward down the hill to an intersection with Hahn Street in Visitacion Valley. Persia Avenue within the park is merely a point of name change with Mansell Street, being a continuous alignment. Brazil Avenue within the park is now a little used segment of two lane road running from Mansell, around the north side of Luther Burbank Junior High School and continuing through the neighborhood to Mission Street. All of these roads except Mansell are two lane, improved and connect directly into the surrounding neighborhoods.

2. Mansell Street Planning Alternatives

Mansell Street now extends from San Bruno Avenue on the east to Persia Avenue on the west. It is a divided roadway with two lanes in each direction. Unfortunately, when the alignment for the roadway was

selected, it preempted some of the most usable and flat land in the center of the park and physically and visually bisected the park. Driving along Mansell views to the north toward downtown and the Bay Bridge are very good for a short distance and those southward toward the airport are largely lost with the current elevation of the roadway and its alignment.

Alternative proposals for changing and rerouting Mansell Drive have been suggested and considered, so that traffic speeds can be reduced and the lost, flat, ridge-top land can be restored for park use. Traffic studies, made by the Department of Public Works, indicate a very light usage considering the design of the roadway. Mansell carries a total of 1867 vehicles eastbound and 2330 westbound in a 24 hour period. See Traffic Comparison Schedule. Comment at the public meetings pointed out that Mansell is convenient for a small number of users driving from neighborhood to neighborhood and should be retained in some way. It was also felt that it would be desirable to maintain cross access for the Muni Bus service, police, fire and other emergency vehicles. However, it was generally considered to be too much road for the use it receives, hazardous because of high-speed traffic in the park, poor use of choice park land and unsightly compared to other potential park land use. Although more alternatives were studied, the four presented here appear to be the most feasible from the standpoint of cost, maintenance of east-west cross access, as well as minimum impact on park values. All comments made at the public meetings showed concur-

rence in the relocation of the west intersection of John F. Shelley Drive and Mansell Street. Therefore, all of the following proposals include this change.

Alternative One: This alternative would leave Mansell in its present location, but remove the last 650 feet of the west end of John F. Shelley Drive where it runs parallel to Mansell. A new intersection approximately 650 feet west of the present one would be built. This would solve none of the existing problems with Mansell proper, however.

Alternative Two: This would remove all of Mansell between the east intersection with John F. Shelley Drive and the proposed new west intersection of Mansell with Shelley Drive.

This alternative would place all through park traffic onto John F. Shelley Drive, thereby slowing traffic and increasing the amount of flat desirable land available for park use along the dominant ridge. Because of the relatively light traffic on both streets, Shelley Drive can easily absorb the increased volume of traffic and still provide parallel parking on both sides throughout its length. This would bring more activity into the north side of the park and permit free pedestrian access in its central area between the north and south portions of the park without rapid vehicular hazards. This would increase the travel time through the park by approximately three to seven minutes.

Alternative Three: This proposal would remove the north lanes of Mansell between the east and west intersections with Shelley Drive. The

present south lanes would carry both east and west bound traffic on one land each and are selected to remain because of their closeness to cut embankments on the south side. The removal of the current northerly westbound lanes, rather than those eastbound, would contribute the most usable flat open land to park use.

Direct east and west access would be continued as at present but with two rather than four lanes. This would be more in keeping with the character of the park.

Alternative Four: This proposal would relocate Mansell as a two-lane street on a new route below the brow of the ridge on its north side starting at its west end at the intersection with Shelley Drive. Its east end would begin at a new intersection with Shelley Drive just north of the existing easterly intersection.

This re-routing will continue to allow direct east-west cross traffic through the park but with an appropriate slowing down of speed. The roadway will be below the crest of the ridge and will be largely out of view of people along the relatively level area on the top. This will permit the development of a large grassy meadow in the center of the park, with easier access between the south and north sides of the park carried on three pedestrian overpasses.

Recommendation:

The consultants recommend that Alternative Four be constructed for the following reasons:

1. It continues through traffic across the park, maintaining the convenience of an easy direct drive for the residents of the area.

ED MANSELL ROAD REALIGNMENT

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PROPOSED MANSELL ROAD REALIGNMENT

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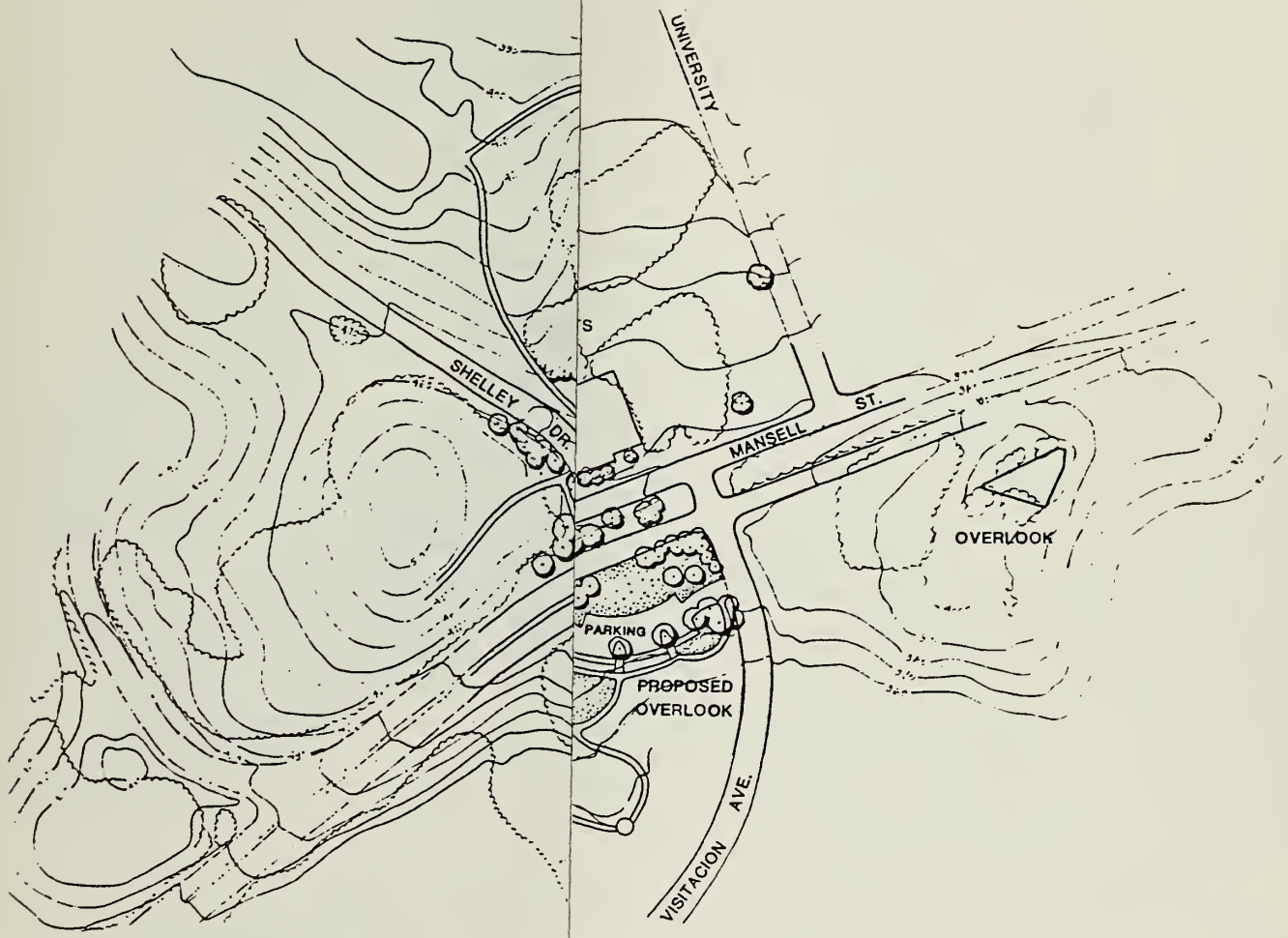

PROPOSED CHANGES

1. CHANGE THE WEST CONNECTION OF

2. DEVELOP PATHS AND LAWN AREAS.

ON 1 RETAIN MANSELL AS A FOUR LANE ROAD

SELL RIDGE DEVELOPMENT AREA

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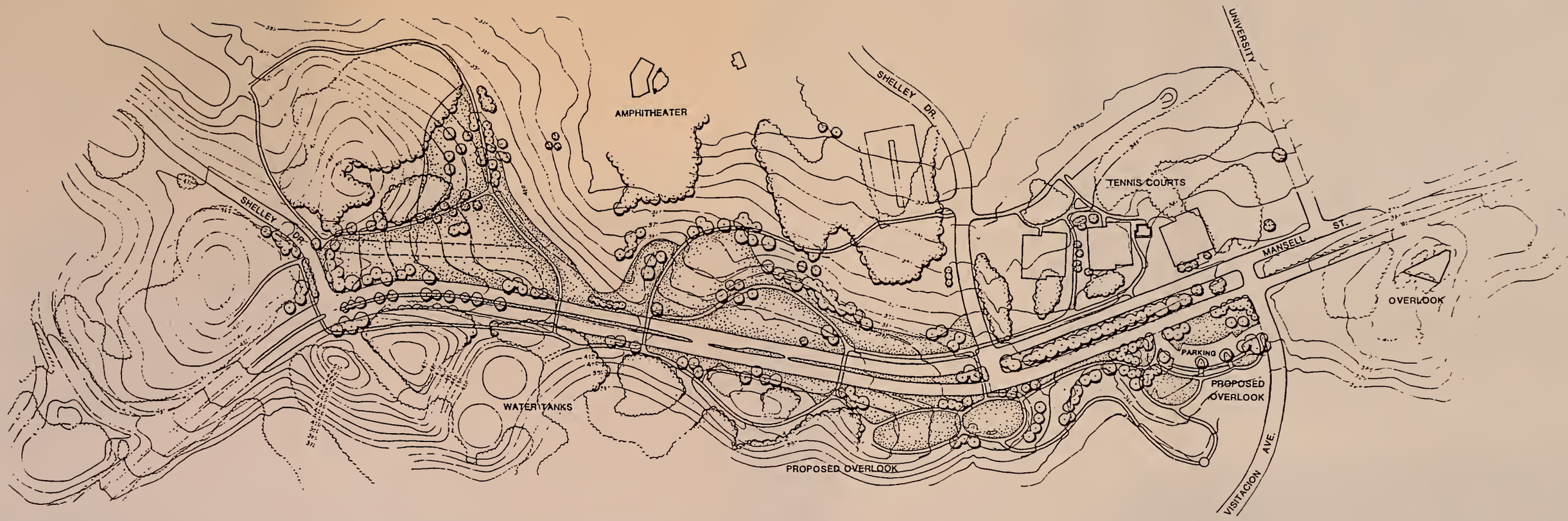

PROPOSED CHANGES

1. CHANGE THE WEST CONNECTION OF JOHN F. SHELLEY DRIVE WITH MANSELL.
2. DEVELOP PATHS AND LAWN AREAS.

0 50 100 200 300
SCALE IN FEET

NORTH

OPTION 1 RETAIN MANSELL AS A FOUR LANE ROAD

MANSELL RIDGE DEVELOPMENT AREA

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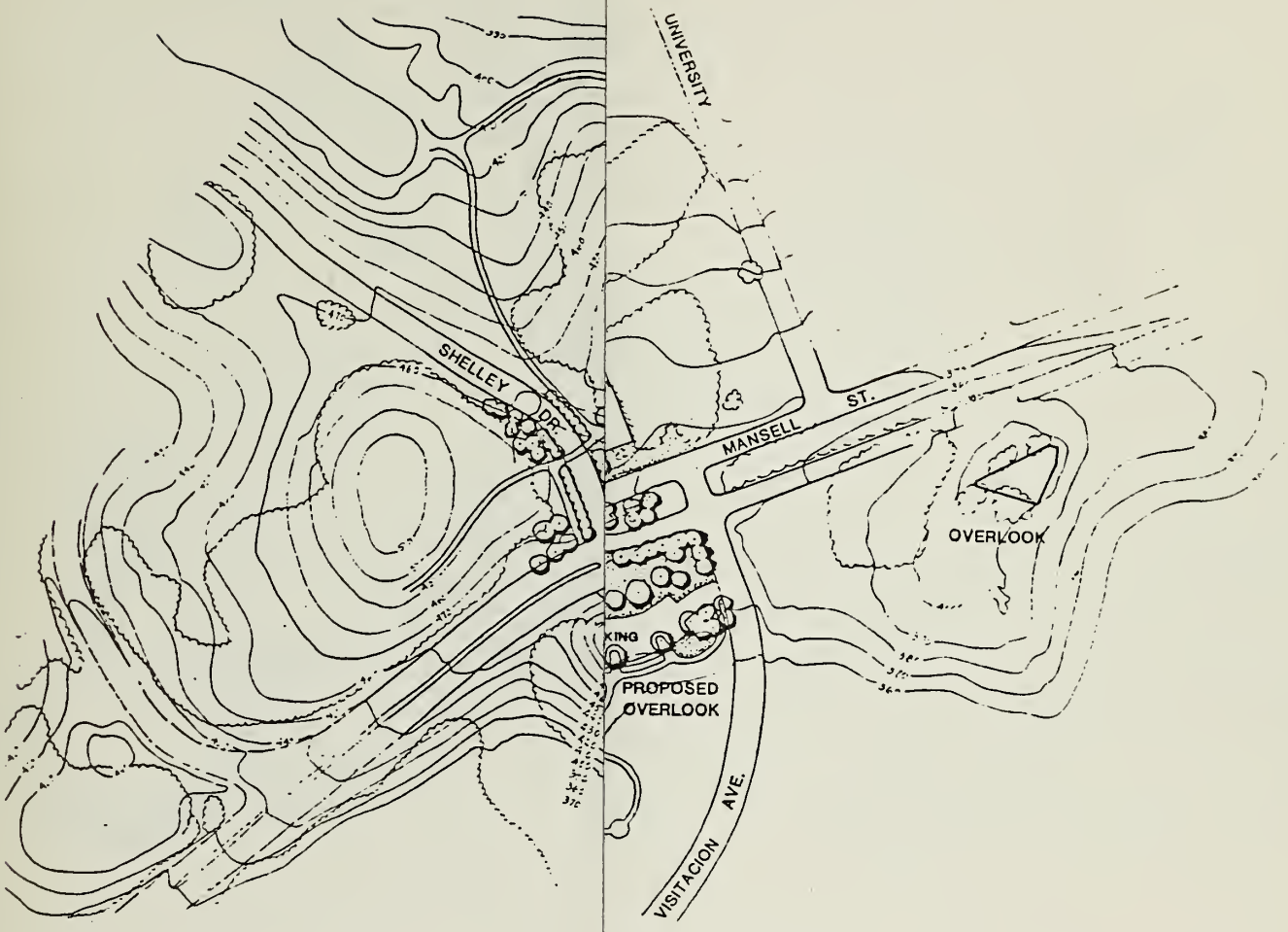

PROPOSED CHANGES

1. REMOVE WEST END OF SHELLEY DRIVE, F
2. REMOVE NORTH LANE OF MANSELL BET
3. MAKE TRANSITION OF FOUR LANE ROAD
4. DEVELOP ROLLING LAWNS AND PATH SY

2 CONVERT MANSELL TO A TWO LANE ROAD

LL RIDGE DEVELOPMENT AREA

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PROPOSED CHANGES

1. REMOVE WEST END OF SHELLEY DRIVE, RELOCATE INTERSECTION WITH MANSELL 650 FEET TO THE WEST.
2. REMOVE NORTH LANE OF MANSELL BETWEEN EAST AND WEST INTERSECTIONS WITH SHELLEY DRIVE.
3. MAKE TRANSITION OF FOUR LANE ROAD AT EAST AND WEST WITH REMAINING SOUTH TWO LANE SECTION.
4. DEVELOP ROLLING LAWNS AND PATH SYSTEM ALONG THE RIDGETOP.

0 50 100 200 300
SCALE IN FEET

NORTH

OPTION 2 CONVERT MANSELL TO A TWO LANE ROAD
MANSELL RIDGE DEVELOPMENT AREA

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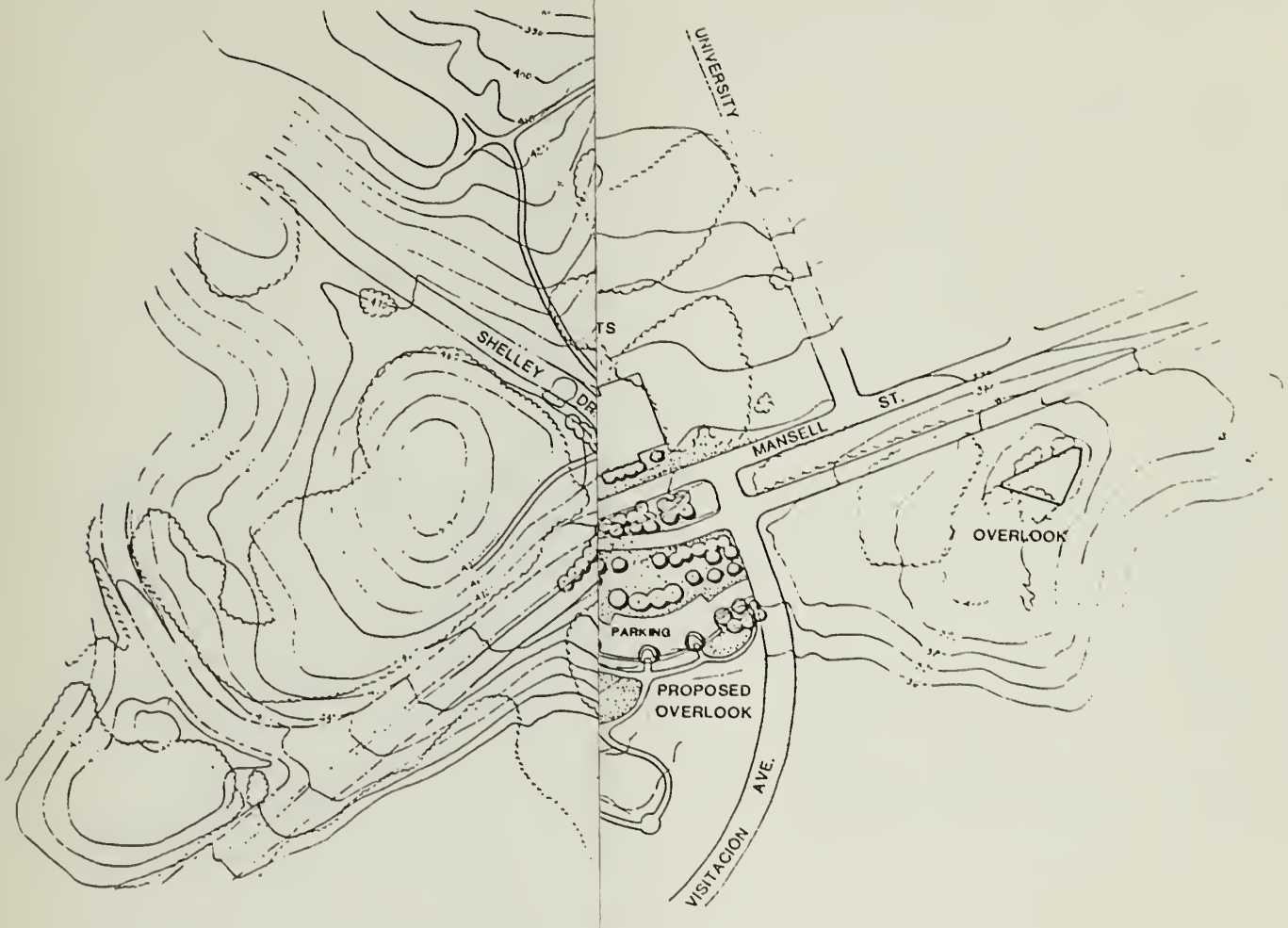

PROPOSED CHANGES

1. BETWEEN THE TWO ENDS OF SHELLE
2. BUILD NEW TRANSITIONS BETWEEN TI
3. DEVELOP ROLLING MEADOWS WITH P

ON 3 REMOVAL OF MANSELL

ELL RIDGE DEVELOPMENT AREA

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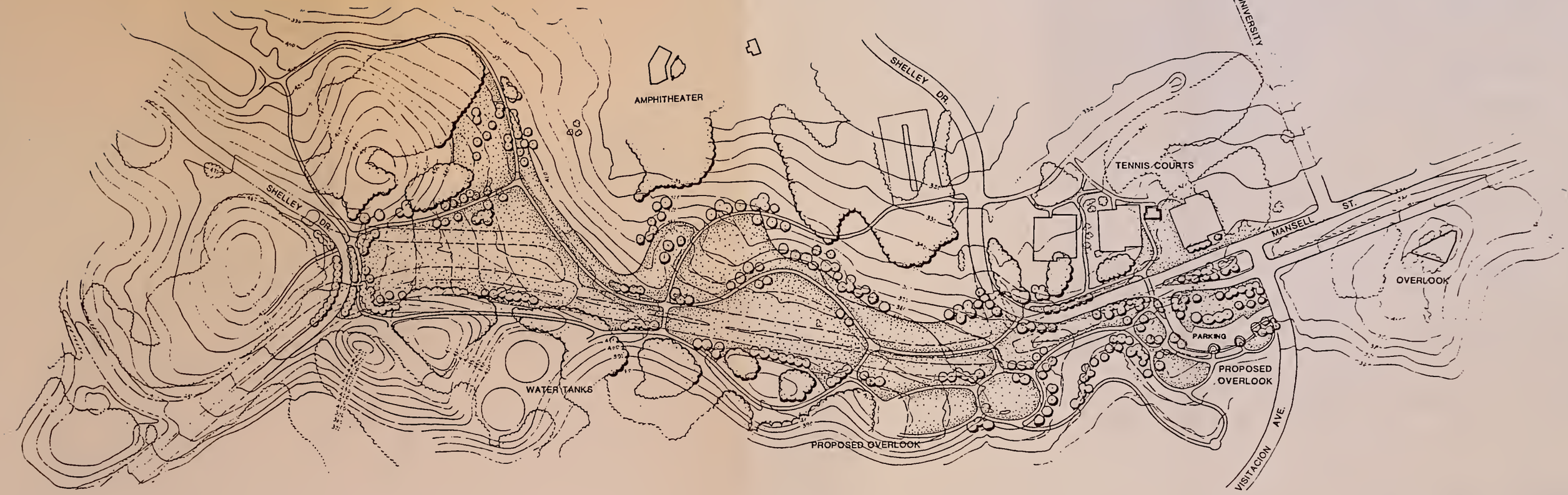

PROPOSED CHANGES

1. BETWEEN THE TWO ENDS OF SHELLEY DRIVE REMOVE ALL LANES OF MANSELL.
2. BUILD NEW TRANSITIONS BETWEEN THE ENDS OF MANSELL AND SHELLEY DRIVE.
3. DEVELOP ROLLING MEADOWS WITH PATH SYSTEM ALONG THE RIDGETOP.

0 50 100 200 300
SCALE IN FEET

NORTH

OPTION 3 REMOVAL OF MANSELL
MANSELL RIDGE DEVELOPMENT AREA

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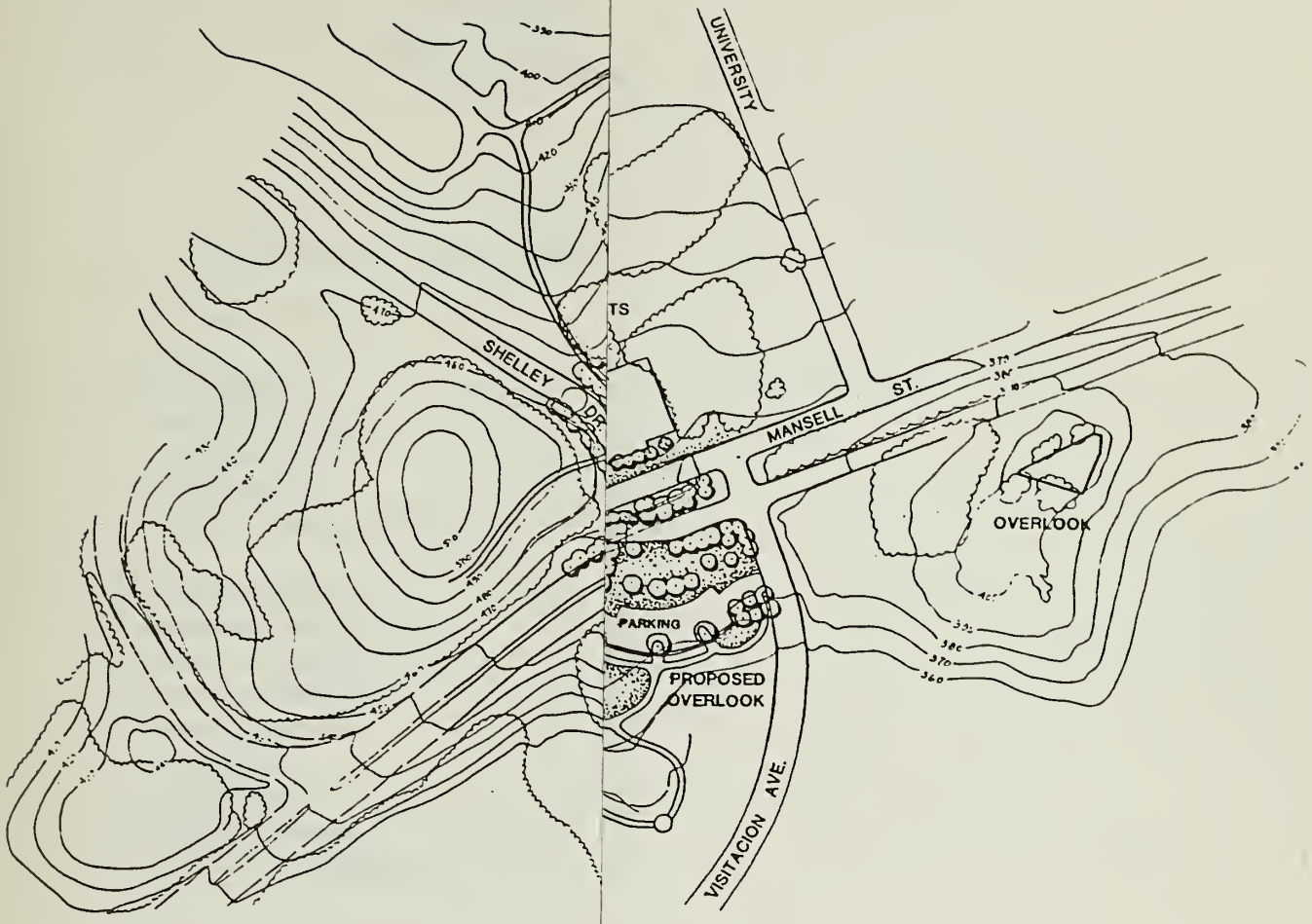

PROPOSED CHANGES

1. REMOVE MOST OF BOTH NORTH AND
2. BUILD TRANSITIONS FROM FOUR TO
3. CONSTRUCT NEW ROAD ALIGNMENT
4. CHANGE THE WEST CONNECTION OF
5. DEVELOP ROLLING MEADOWS WITH

ON 4 RELOCATE MANSELL

SELL RIDGE DEVELOPMENT AREA

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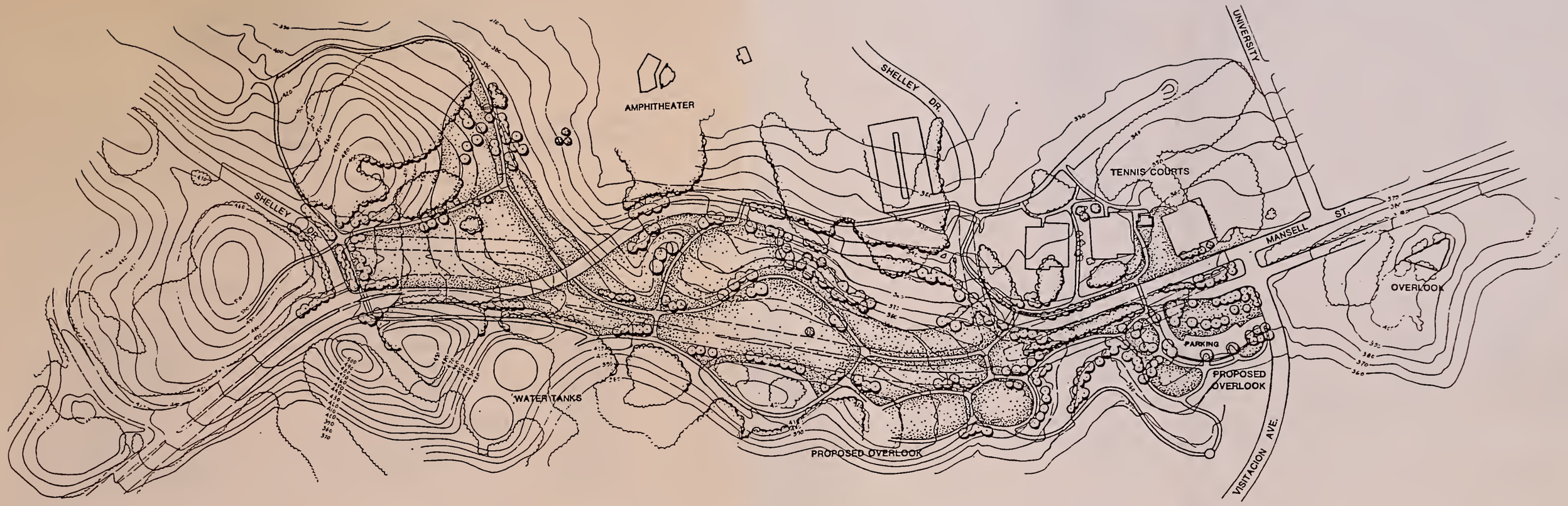

PROPOSED CHANGES

1. REMOVE MOST OF BOTH NORTH AND SOUTH LANES OF MANSELL.
2. BUILD TRANSITIONS FROM FOUR TO TWO LANE ROAD.
3. CONSTRUCT NEW ROAD ALIGNMENT NORTH OF THE RIDGETOP.
4. CHANGE THE WEST CONNECTION OF SHELLEY DRIVE WITH MANSELL.
5. DEVELOP ROLLING MEADOWS WITH PATH SYSTEM ALONG THE RIDGETOP.

0 50 100 200 300
SCALE IN FEET

NORTH

OPTION 4 RELOCATE MANSELL
MANSELL RIDGE DEVELOPMENT AREA

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DEPARTMENT OF RECREATION & PARKS
CITY & COUNTY OF SAN FRANCISCO, CALIFORNIA

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COMPARATIVE TRAFFIC VOLUMES*
Streets with Two and Four Traffic Lanes
City & County of San Francisco

	Streets	Traffic Lanes	Intersection	24Hr. Total Both Directions
1.	Mansell Street	4	West of Shelley, east end	4,197
2.	22nd Street	2	South Van Ness	4,250
3.	Oakdale Avenue	3	I280 to 3rd Street	4,251
4.	17th Street	2	South Van Ness	5,649
5.	Lake Street	2	19th Ave. to Arguello	5,808
6.	John F. Kennedy Drive	2	Golden Gate Park Stanyan to 19th Ave.	7,996
7.	Silver Avenue	2	Mission to San Bruno	9,249
8.	Alemany Boulevard	4	Geneva Avenue	15,994
9.	Mission Street	4	Silver Avenue	22,321
10.	Geneva Avenue	4	San Jose Avenue	24,084
11.	Ocean Avenue	4	Phelan Avenue	24,483
12.	Broadway	4	Columbus to Van Ness	30,501
13.	Army Street	4	South Van Ness	37,030
14.	Lombard Street	4	Fillmore Street	50,223
15.	James Lick Freeway		Army Street	190,000

The table shows two lane streets in San Francisco which carry approximately the same traffic volumes and up to twice the volume of Mansell's four lanes. (#2 through #7) Four lane streets in the table, although they have numerous feeder streets and stop lights which slow traffic, carry up to eight times the current traffic on Mansell Street. The James Lick Freeway is included only to show the greatest traffic flow in the City.

Mansell Street has no cross streets carrying significant volumes, allowing it to reach its almost full design capacity. This is unlikely to ever be reached because the neighborhoods at each end of the street are virtually completely built up. The traffic count for Mansell Street was taken on May 6, 1981 and all others were taken between 1974 and 1976.

* From "Twenty-Four Hour Traffic Flow on Principal Streets and Highways 1974-76", Department of Public Works - Division of Traffic Engineering.

2. Quick access for emergency vehicles is maintained.

3. The new road is essentially out of view from the top of the ridge.

4. The choice level land of the ridge top is restored for park use allowing a generous level open space in the central part of the park.

5. Traffic hazards to north-south pedestrian traffic will be substantially reduced.

6. The area north of the westerly intersection with Shelley Drive is open for parking and landscape development for a park center proposed for this area.

3. Street Closures

All park roads except Brazil Avenue provide direct routes into the park and are moderately used. Because of the dangerous intersection at Brazil and Mansell, a right angle intersection was installed to allow for a stop sign and an improved clear-sight position in relation to the fast traffic on Mansell. Traffic on Brazil is now so light that the continuance of this portion of Brazil seems to be hardly worth the cost of maintaining it. Almost all of the traffic on this section of the street has transferred to Persia Avenue where it flows smoothly into Mansell Street. Brazil Avenue within McLaren Park should be phased out and eventually removed without any loss of access to the park.

4. Parking

Very few spaces in organized parking lots currently exist in the park and

only a small number are planned for the future. There are 42 spaces in the lot at the north end of the Upper Reservoir and 85 spaces in the lot southeast of the amphitheater. An additional 24 spaces are north of the tennis courts but have been temporarily blocked off by a gate at the entrance. All three of these areas are accessible from John F. Shelley Drive.

McLaren Park's greatest resource for parking is in its broad roads. These paved, curbed and well drained drives are of sufficient width (40' or more) to easily accommodate two lanes of traffic and two lanes of parallel parking. Roadside parking is available for over 1,000 cars.

An additional 35 parking spaces are planned for the area at the southwest corner of Mansell and Visitacion for an automobile overlook and space for 45 cars is planned adjacent to the proposed Community Building for the use of that building and the family picnic areas near it.

B. Trail Systems

1. Hiking

McLaren Park is ideal for hiking trails and many people have been using the park for hiking, walking and jogging for many years. Undeveloped trails have often been rutted, eroded and incapable of serving anyone but the most hardy and continuous walking loops from one destination to another were not clearly defined. Before 1977 there were 1.67 miles of improved paths of all kinds including sidewalks. There were no improved hiking

trails. With the funding available in 1977, an additional 1.50 miles of new walks, 4' to 8' wide and surfaced with asphalt, were installed. Most were pedestrian trails. In 1981 2.3 miles more were built and in 1983 another 1.80 miles will be built, making a total of 7.27 miles of improved trails. A total of 11.4 miles are proposed to complete the Master Plan. These pedestrian ways have been layed out following contour lines as closely as possible with a minimum number of grades exceeding 11%. Steps have been used only where absolutely necessary. It is now possible to walk completely around the park on the path system. There are also several smaller trail loops for those who wish to take shorter walks or jogging circuits.

A par course is proposed on one of these shorter loops. Benches have been installed at intervals to provide rest-stops and in the location of exceptional views.

Well drained asphalt on a compacted crushed rock base was chosen for the trails to reduce maintenance costs from erosion, to provide access for park maintenance vehicles and to increase the period of dry use following rains.

2. Equestrian Trails

Although there was a stable and equestrian trail system in the park during the 1930's, this has now been phased out. Horseback riding has not been allowed in the park because of the lack of a separate trail system

and the consequent lack of control in keeping horses out of public use areas. A new equestrian center and trail system is recommended. (See Equestrian Center and Trails, page).

3. Bicycle

The topography of McLaren Park does not lend itself to the layout of bicycle trails. Even in the development of hiking trails the grades often become too steep without the addition of stairs. Such grades would be inconvenient obstacles to recreational bicycling. For this reason, bicycle trails are not recommended for the park.

C. Open Natural Area

The natural areas of the park which are left relatively unmaintained consist of open grasslands as well as wooded areas. The preservation of these open areas is essential to continuing the natural character of the park. A deliberate effort should be made, within the constraints of providing vegetative wind protection for use areas, to preserve a balance between open fields and wooded groves. The open spaces offer a habitat for birds and small field wildlife not found in the stands of trees and shrubs in the park.

D. Preservation and Enhancement of Views

The views within the park and to the surrounding distances, as we will say more than once in this report, are one of the outstanding features of

McLaren Park. Great care should be taken to see that these views are maintained and improved whenever possible. The improvements thus far have not obstructed or lessened their impact. It is not always necessary to see an entire panorama to be pleasingly affected by a long view. Oftentimes an opening between trees adds scale and contrast and can thereby improve a view. With the need for wind protection in the park this can be used to advantage if not over done. The current new plantings reflect this appreciation of views, both within and to the surrounding landscape, and should be a basic criteria for future development. There will be four major overlooks to feature outstanding views. (See Overlooks.)

E. Planting Concepts

Most of the large tree growth in the park has been planted over the years by private groups such as the Boy Scouts in cooperation with the City. Trees have been planted in masses on the ridge tops, adding great interest to the skyline and down the slopes. They have been especially effective in providing windbreaks for visitor use areas. Many of these trees, especially the Monterey Pines and Cypresses, are reaching maturity and will have to be replaced in the foreseeable future.

New and replacement tree planting should be done to maintain and extend the existing windbreaks to provide shelter for new use areas. These new plantings, including both trees and shrubs, should be selected for their hardiness to the area, wind and fire resistance, capability of improving wildlife habitat, and should include some deciduous varities

ALITIES

N PARK MASTER PLAN

REATION & PARKS
SAN FRANCISCO, CALIFORNIA

ON & ASSOCIATES, Landscape Architects & Planners

LEGEND

VISTA POINT

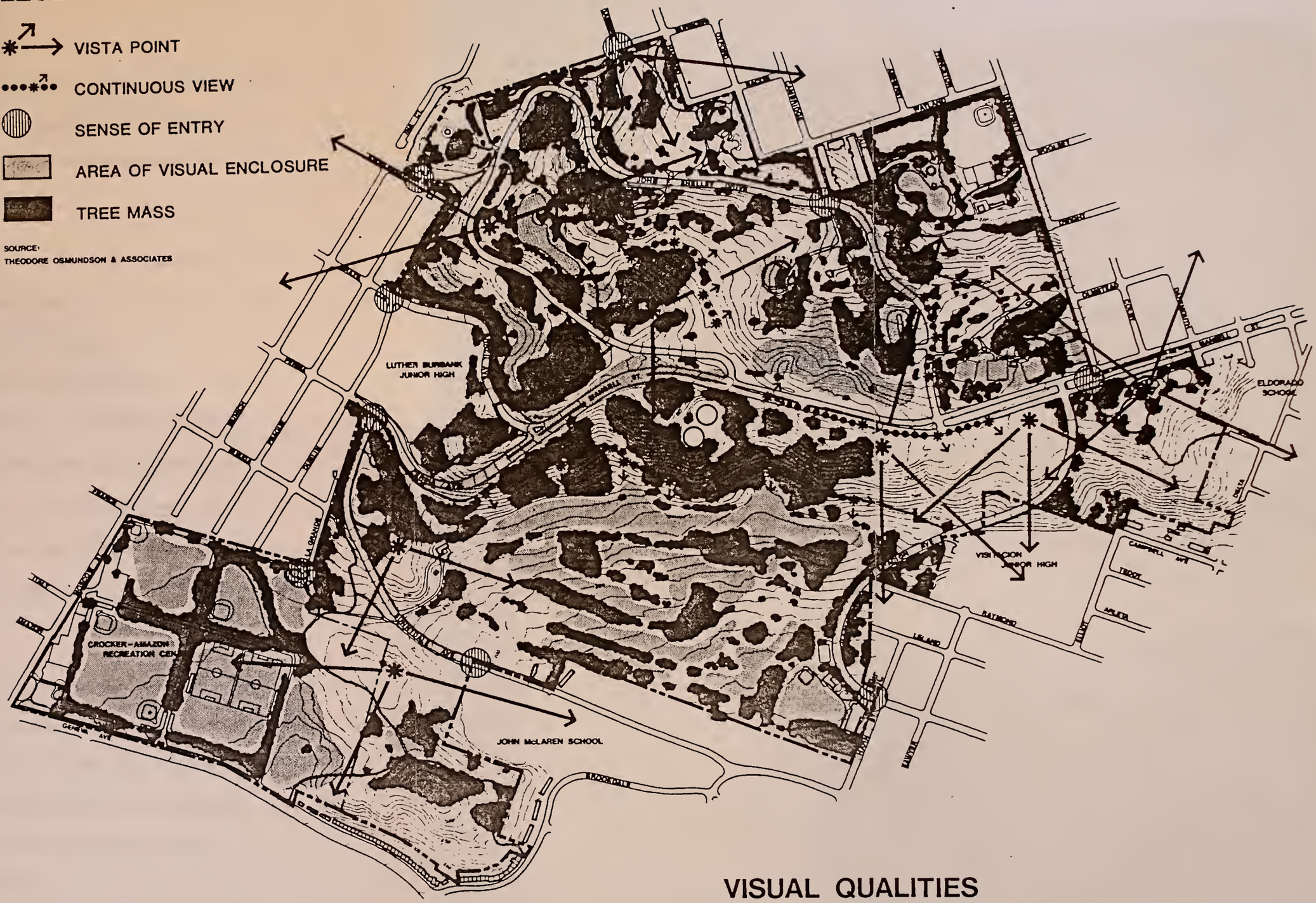
CONTINUOUS VIEW

SENSE OF ENTRY

AREA OF VISUAL ENCLOSURE

TREE MASS

SOURCE:
THEODORE OSMUNDSON & ASSOCIATES



0 150 300 600 900
SCALE IN FEET

NORTH

VISUAL QUALITIES

McLAREN PARK MASTER PLAN

DEPARTMENT OF RECREATION & PARKS
CITY & COUNTY OF SAN FRANCISCO, CALIFORNIA

THEODORE OSMUNDSON & ASSOCIATES, Landscape Architects & Planners

for contrast. All plantings need not be natives. Proven hardiness consistent with their ability to satisfy their purpose both functionally and aesthetically should be the standard rather than slavish insistance upon native plants.

Generally, the ridge tops should be planted with wind-hardy large growing evergreens. The lower elevations and slopes should be planted with both evergreens and deciduous material as use dictates and smaller ornamental trees and shrubs wherever winds are less severe. Trees alone do not necessarily solve all wind problems. For example, high use picnic sites can become very uncomfortable from cold surface draughts blowing a few feet above ground level. High branching trees will do little to mitigate these draughts, requiring low-branching dense and hardy shrubs in addition to trees to accomplish adequate wind diversion.

To maintain the regional flavor common to natural areas along the San Francisco and San Mateo County Coasts, dark evergreens such as pine, cypress, redwoods and live oak should dominate. Dark foliaged, hardy eucalyptus and acacia, such as those found, and now largely naturalized, in Golden Gate Park and the Presidio would also be appropriate and consistent with this theme.

F. Neighborhood Facilities

Neighborhood recreation facilities have been installed in the park

for many years. This has resulted in a ring of such areas around most of the park's periphery and almost all neighborhood needs have been met within the last three years.

These include:

1. Play Areas

   Five play equipment areas now exist in the park, three of which, Crocker Amazon Childrens Play Area, and two in the Louis Sutter Area have been added within the past three years. The play area at the Herz Playground has been renovated and the playground at Mansfield-Burrows have been built within the past five years. Only one additional playlot is recommended adjacent to the El Dorado School on an undeveloped portion of Ervine Street at the west end of Wilde and owned by the Department of Public Works.

2. Softball

   The topography of McLaren Park is too steep to be suitable for the large areas used in field sports. There is a softball diamond located at the Herz Playground and at the Louis Sutter Playground, but additional field-sports areas are available to the neighborhoods at Visitacion Junior High School, Luther Burbank Junior High School, John McLaren School and the Crocker Amazon Playground. All of these areas are on the periphery of the park.

3. Swimming Pool

There is an indoor swimming pool at the Herz Playground. No additional pools are proposed for the park.

4. Tennis

Six tennis courts are located in the park, two at Louis Sutter Playground and four north of the Mansell and Visitacion intersection. The entire area of the tennis center was renovated in 1983 with new windbreak trees and irrigated lawns. Existing picnic sites and play equipment have also been renovated.

The existing and now vacant tennis center building is available for users of the courts and others in the immediate area and should be retained and renovated. It contains a meeting room, a small office and two rest rooms, accessible from the outside. An adjacent sunny lawn area to the south is a pleasant adjunct. The building can be easily seen by passing motorists and police from Mansell Street. Costs of repairing this building should be minimal.

5. Family Picnic Sites

Prior to 1978 only eight family picnic tables existed in the park and six were in such disrepair that they could not be used. Since that time, a positive effort has been made in each construction contract to increase family recreation

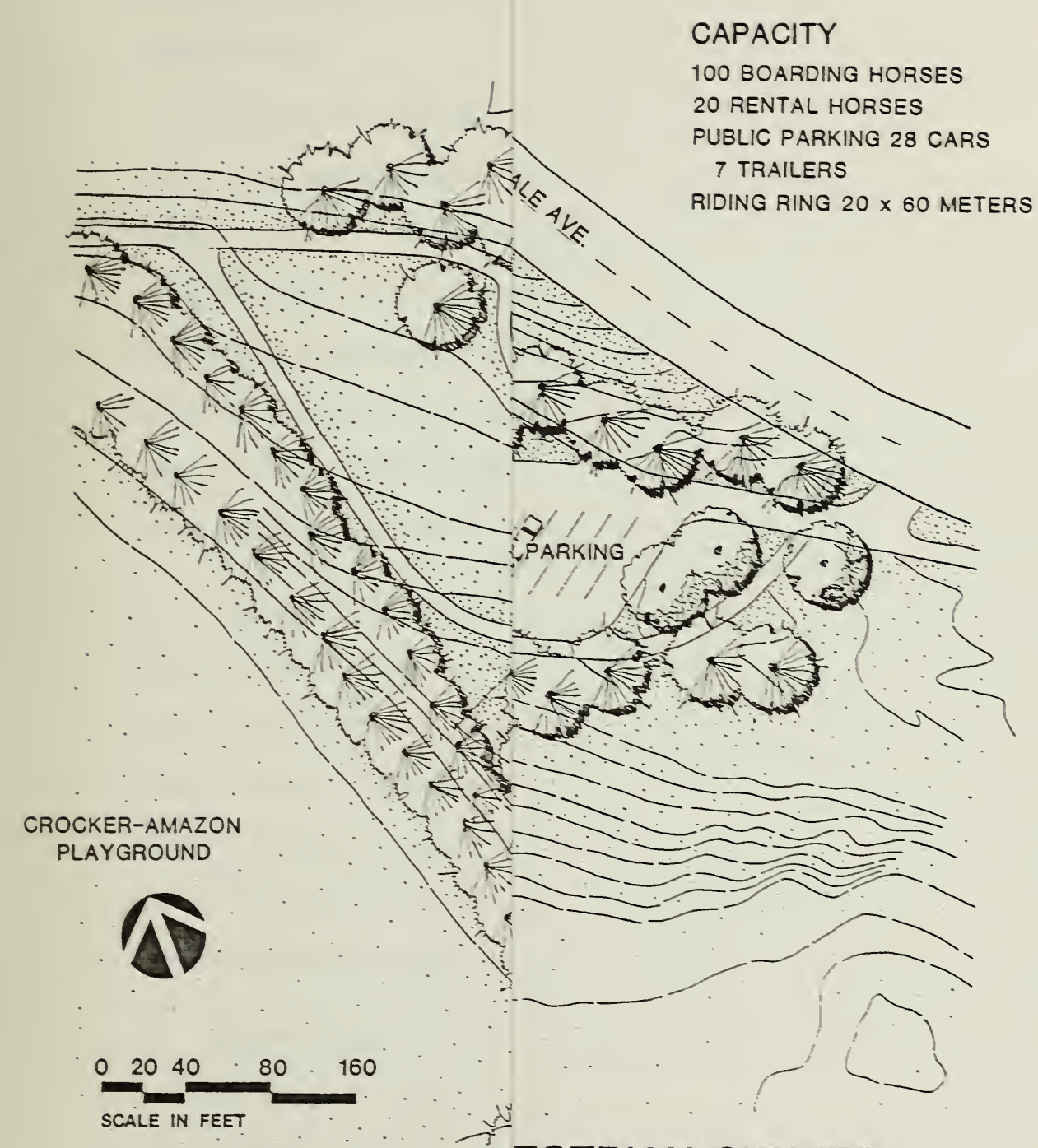
facilities in an attempt to attract a greater number of responsible neighborhood users into the park, there being little to attract families in the past. Family picnic sites near play facilities and open lawns for free play are a key part of this program and the present number of such sites has been increased to 75. A family picnic site consists of a table, benches and barbecue unit all mounted on a 14' diameter concrete pad. Trash receptacles are located near all of these units. Fifty more of these facilities are proposed for future installation.

G. Citywide Facilities

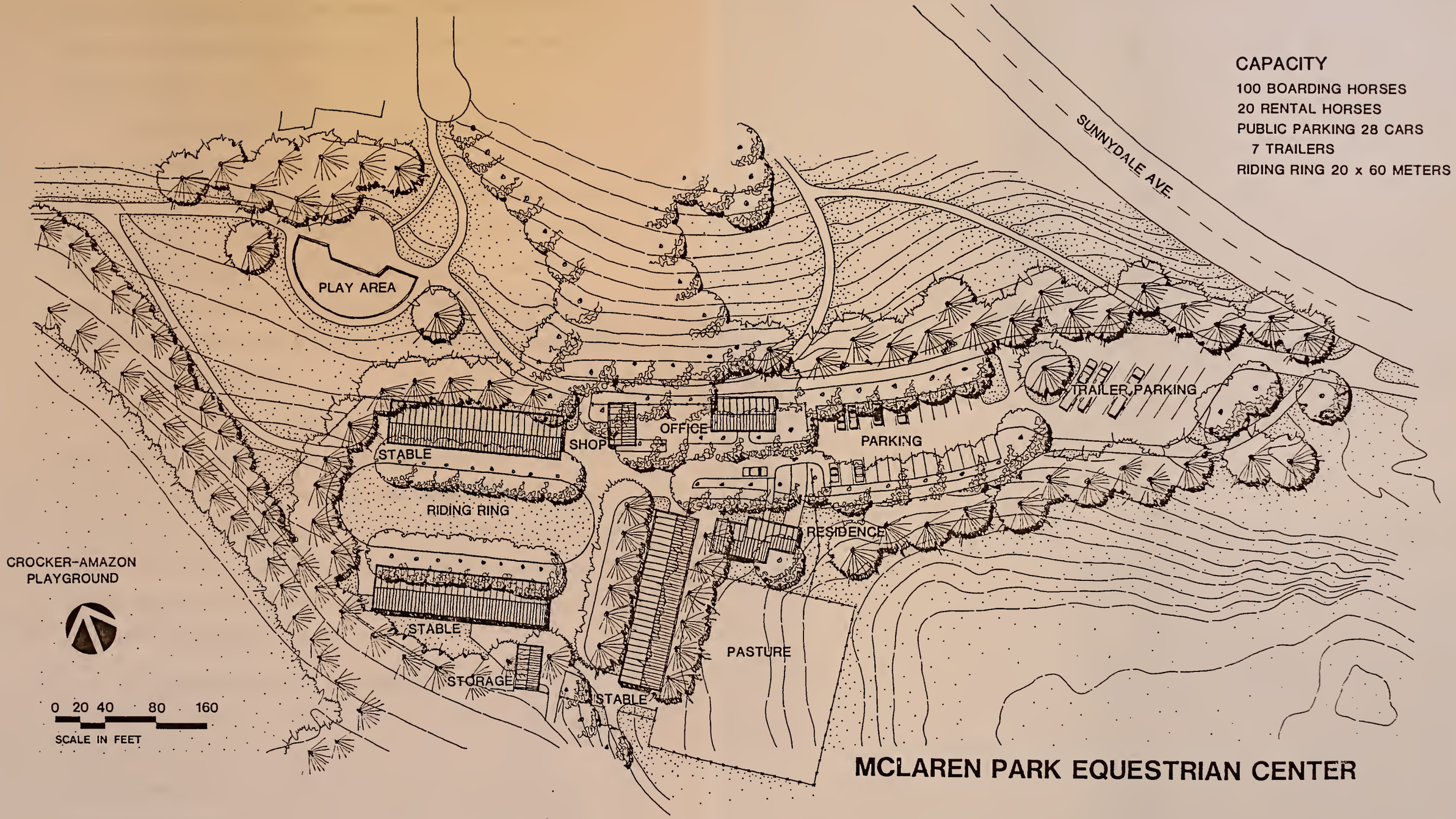
McLaren Park's 318 acres place it in the category of a major park for San Francisco, yet its lack of recreation attractions for the city as a whole has kept it at the use level of a neighborhood park. This has been a great loss to many citizens of San Francisco. A number of suggestions were discussed during the preparation of this long range plan which will make the site more attractive and useful for people throughout the city. These suggestions were for facilities which were in demand in the city generally, in short supply, or unique to McLaren Park. The following items are major projects proposed to expand the parks use to a broader range of recreation activities.

1. Equestrian Center and Trails

There are very limited opportunities within the city limits to ride horses or to board them for easy access to trails. The boarding stables



ESTRIAN CENTER



MCLAREN PARK EQUESTRIAN CENTER

for horses at Golden Gate Park have waiting lists requiring twenty to thirty years to obtain a stall and no other park in the city has space available at all.

McLaren Park has the potential for approximately 6.6 miles of riding trails independent of, but parallel to existing roads and hiking trails. The distances to be ridden are considerably less than in Golden Gate Park, however, the trails which are possible in McLaren Park will be in interesting hilly topography, in relatively undeveloped land, and will offer some very fine scenic views of the surrounding cities and Bay. These features do not exist in Golden Gate Park because of the relatively flat terrain.

An equestrian center is proposed at the northeast corner of the Crocker Amazon Playground on a site of approximately two acres. It would be accessible by auto from Sunnydale Avenue and by walks from Geneva Avenue, La Grande, Dublin and from the Crocker Amazon Recreation Center. It is an area protected from the wind and the playground by tall mature cypresses and pines and is concealed and out of the way of passing road traffic and most other park uses.

The equestrian center will include boarding stables for 120 horses, storage for feed, an office, paddock, garage for service vehicles and a parking area for 28 cars and 7 horse trailers. This site has the advantage of almost complete isolation from nearby homes. The one house directly to the north being about 200' away and has already been

screened from the play area immediately adjacent to it by a stand of redwoods. Additional screening can be added and good maintenance and the prevailing westerly winds will effectively eliminate any problem with odors which might occur.

The location of the equestrian center is conveniently located to Geneva Avenue where a street crossing can be made to join trails southwest of the Cow Palace to San Bruno Mountain State and County Park in San Mateo County. If this connection can be made, it will greatly expand the available trail system for boarders and others at the equestrian center. Trails should be 6'-8' wide and separate from walking trails. In some steep areas the trails may have to be reduced to 4' in width, but with turnouts for passing.

2. Reception and Meeting Hall

The need for a central focus of social activity, management and responsible presence has been obvious at McLaren Park since its establishment. In recent years this lack has given many the impression that the park is an untended wasteland rather than an important recreation resource. The park needs a building designed to accommodate social activities such as weddings, receptions, meetings, lectures, parties of various kinds, outstanding atmosphere of high quality. In addition to a large public room, it should have a service kitchen; two or three small meeting rooms, possibly opening to one large room; a park headquarters office; storage and rest rooms; and a caretakers or managers apartment in the building to provide a 24 hour

presence to reduce vandalism and for fire protection. The building should not contain facilities for active sports such as basketball. This type of building exists in many large parks such as Tilden Regional Park in the East Bay and are heavily used and highly successful.

The site selected for this structure is one of the most dramatic and visible in the park. Located just north of Mansell Street and west of the amphitheater, it is at the same elevation as Mansell, easily seen from many points of the park and is backed by a pine and eucalyptus forests. The views to downtown San Francisco and the North Bay are truly magnificent. With the pine woods and rising slope of the hill on the west side of the building, the site is exceptionally well protected from the westerly winds. Indeed, this is one of the calmest locations in the entire park.

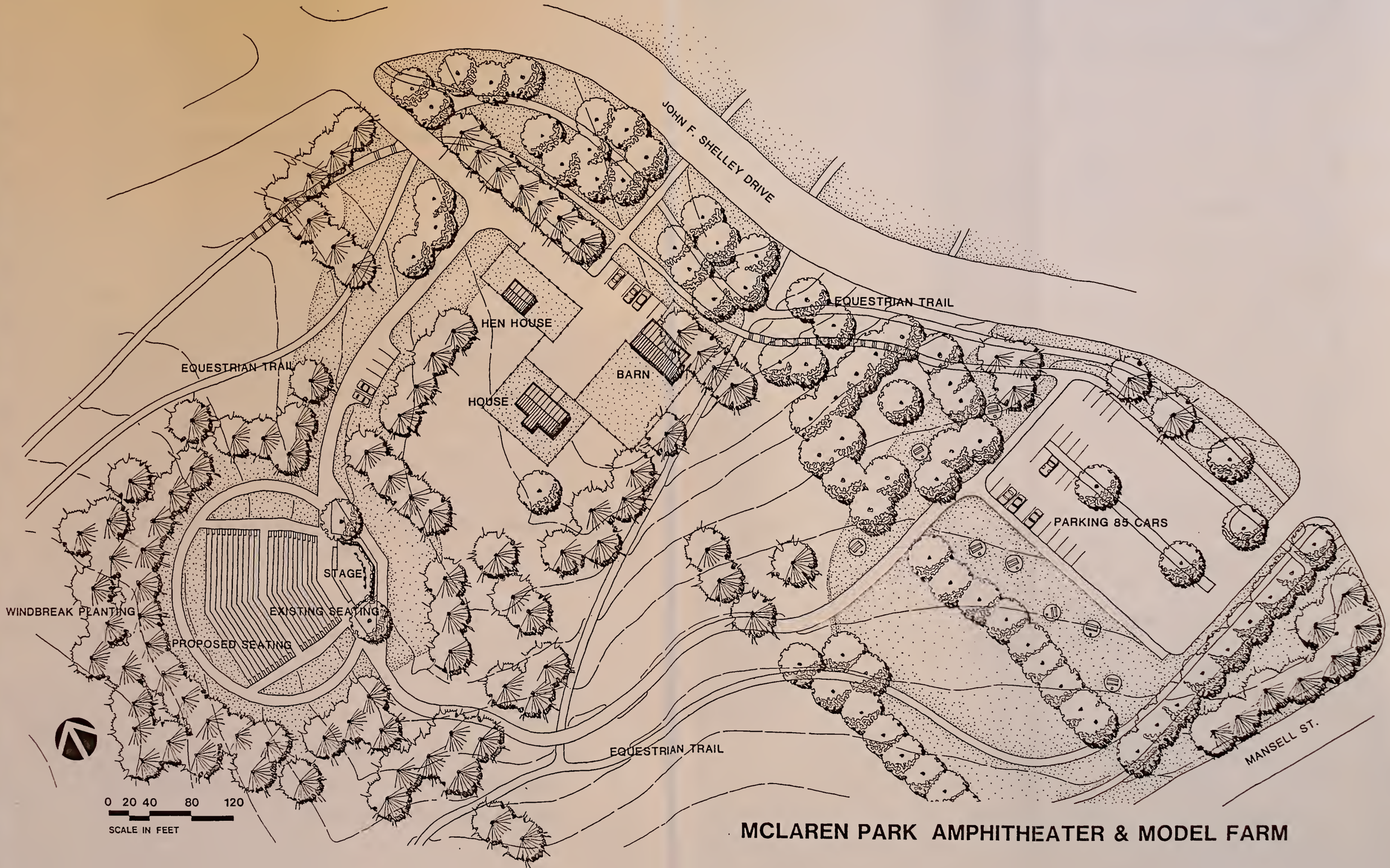
Parking for 45 cars would be provided south of the building and family picnic sites for general use or special events are proposed adjacent to the building's terraces.

3. Amphitheater

The existing amphitheater built in 1972, is located on the north side of a natural bowl and will seat approximately 500 persons on permanent wooden benches. Unfortunately, the stage and support areas are not designed to accommodate a variety of performance types and the theater has received little use since its installation. The stage is limited in size and shape so that only very small shows, such as a small orchestra, soloists or small groups can perform. Dressing rooms, property storage and rest rooms are below the stage area.

The seating is placed in a very large surrounding area providing no sense of intimacy or enclosure, resulting in a sense of distracting exposure to the surrounding land. Although there is a parking area for cars within a hundred yards, there is no well defined area for service vehicle parking nor space for visiting dignitaries or performers to park near-by. Access paths and vehicular drives are poorly defined and largely unpaved, and the lack of surrounding vegetation allows the winds to sweep through the area resulting in discomfort for the audience and performers and a lessening of acoustical quality in the amphitheater.

With all of the above adverse factors, it might appear logical to remove the present facility and begin anew slightly to the south with an amphitheater designed into a larger and more natural site and with the shortcomings of the first corrected. However, the current amphitheater, can be modified at less expense to become far more flexibly used and to accommodate a greater variety of performances. The existing amphitheater should be remodelled to enlarge the stage area and the dressing rooms and other support facilities should be renovated and painted. Also the following items should be added: a service parking area, improved access for pedestrians and service vehicles, planting to enclose the area and provide wind breaks and the possible extension of the seating to the west to increase the capacity of the theater. Before renovation commences, an experienced person in the theater field should be consulted on the design. With the addition of these items, (which would have to



MCLAREN PARK AMPHITHEATER & MODEL FARM

be built new in either case) a greatly improved facility can be developed which would attract many more performing groups and thereby increase the utility of the amphitheater and the park. With proper access paths, audience parking can be accommodated along existing John F. Shelley Drive.

4. Model Farm

The predominently natural character of McLaren Park is particularly well suited to provide the setting for a model farm. Such features have been very successful in Golden Gate Park, Tilden Park in the East Bay Regional Park District and many others. By sheltering and showing the common domesticated birds and animals grown on a typical farm, young visitors are able to see, at close range, the source of much of our food supply and to become better acquainted with living friendly creatures in an informal setting. Because of maintenance and interpretive difficulties, model farms rarely undertake the growing of food crops or vegetable gardens and none are proposed for McLaren Park.

Considerable enthusiasm was expressed for this feature at the public meetings held during the planning periods, and as a result, this facility has been given a place of relative high priority for development.

The site of the model farm has been selected in a well protected, easily accessible area on John F. Shelley Drive immediately to the east of the amphitheater. Convenient parking is in the existing lot to the south and along the edges of Shelley Drive. Large trees on the site

give a sense of enclosure and security and would provide a mature green background for the structures and outdoor enclosures for the animals to be kept in the area. There is ample level area for walks and gathering places even though the ground rises slightly on three sides. Farm animals which could be shown include cows, horses, pigs, sheep, goats, chickens, ducks, geese, turkeys and for ornamental purposes only, peacocks.

5. Group Picnic Areas

Next to hiking trails, picnicking ranked highest in priority among those who attended the pre-planning public meetings. Along with family picnic sites, larger sites are needed for people in clubs, organizations or even in large family gatherings. Such sites need warmth and protection from winds, fairly level areas, nearby parking, a sense of separateness rather than privacy, and, if possible, adjacent lawns and play structures for informal group play. Pleasing views, although not necessary, are also desirable.

Two sites in the park have these characteristics and are planned for development. The first is off Shelley Drive immediately to the east and down the slope from the Upper Reservoir. The second is thirty yards south of the Louis Sutter Playground area at an elevation slightly above the roofs of the police horse stables. A third, but without nearby play equipment or lawn area, is also off John F. Shelley Drive just above and west of the proposed Reception and Meeting Hall.

The first site was developed in 1983 and provides seating space for a total of 172 visitors. It is divided into two areas of 60 and 112 seats respectively. Connected by a short level walk, the areas may be used by one large group or separately. Each picnic site has built-in tables and benches, large barbeque, serving table, running water with sink, and trash containers. Both are accessible for the handicapped and by service vehicles on the paved level 8' walks. A small play area for pre-school children is located close to both picnic areas and a large lawn provides free-play space for picnickers. The site is protected from westerly winds by high ground and a redwood grove on the west. Additional heavy planting has been added to block off a large drafty opening between tree masses in the redwood grove. Parking is available within 30 to 40 years on Shelley Drive.

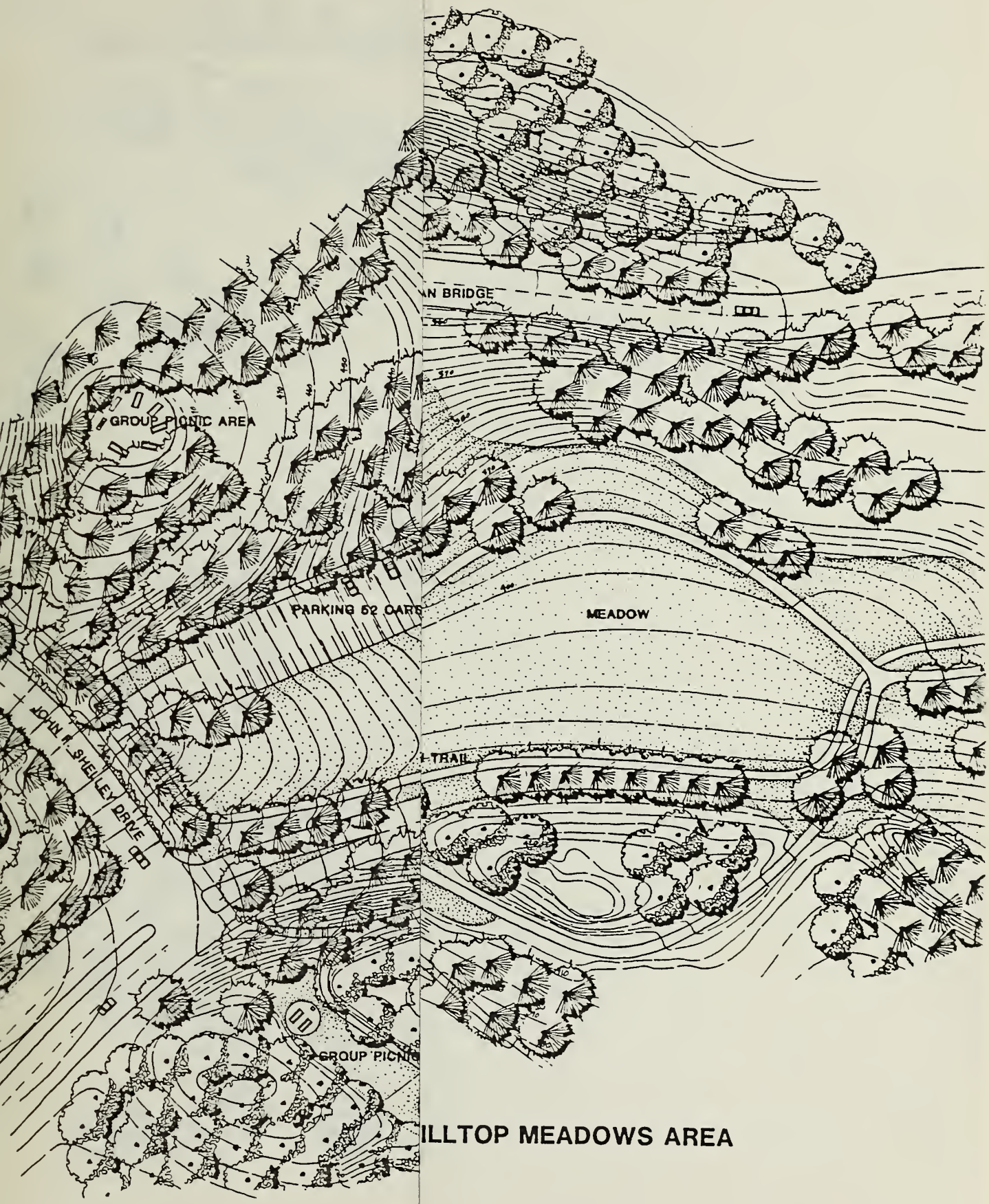
The second site, at the Louis Sutter Playground, will accommodate groups of at least 175. It is protected by a hill on the west but needs new tree and shrub planting to provide close-in wind protection. The area is essentially flat and currently served by new walks from the play equipment area. There is a small parking lot and roadway parking about 50' to 200' to the north. In addition, the tennis and basketball courts, playfields, and tot area of the Louis Sutter Playground are conveniently available for play during picnicking. There is a very pleasant view above the police stables to the north.

The third site above and west of the proposed Reception and Meeting Hall, is a walk-in site approximately 200' from parking on Shelley Drive. It is well protected by an existing pine forest and has a fine view to the Bay. It will accommodate approximately 60 persons and should include a group barbecue unit.

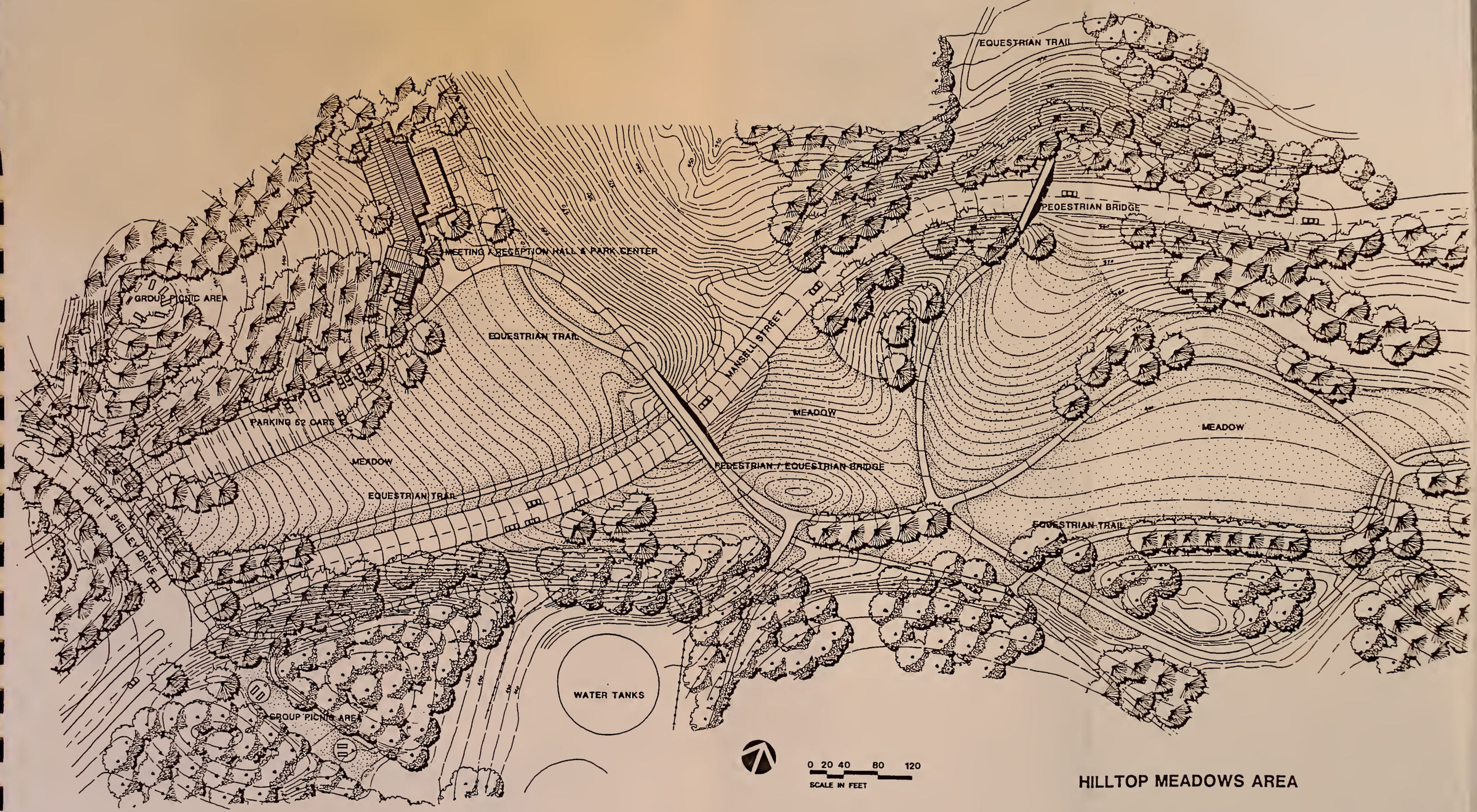
6. Mansell Ridge Development

The proposed relocation of Mansell Street will allow the restoration of the crest of this dominent ridge to its role as the central and grand open space of the park. This will change the land immediately surrounding and visible from Mansell Street, as it now exists within the park, from a passing incident along a high speed roadway to a highly important large meadow-like area announcing to all who enter the park that this is one of the city's important open, natural places. (See plans "Hilltop Meadows Area" and Visitacion Overlook Area".)

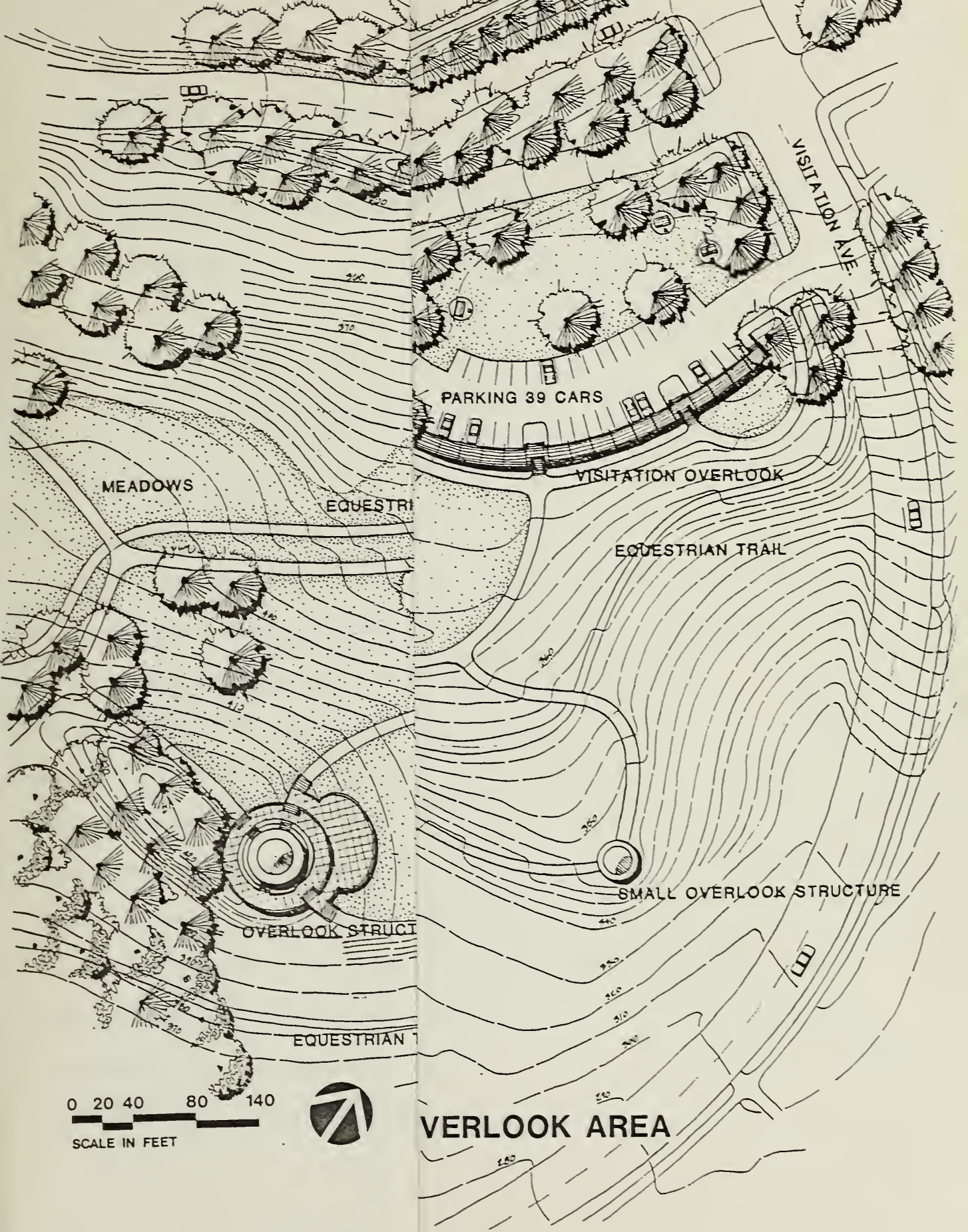
The open meadow which will be traversed by equestrian and hiking trails will provide striking views to the north and south and will also have three planned overlook areas as destinations and rest areas. These will be at the meeting and reception hall and park center, a small site on high ground at the west end of the present bike area and the major auto-park overlook at the southwest corner of the intersection of Mansell Street and Visitacion Avenue. (See Overlooks.) Also, this area will be connected directly into the active northern part of the park by three bridges over the relocated Mansell Street, two being for pedestrians and equestrians and one for pedestrians only.



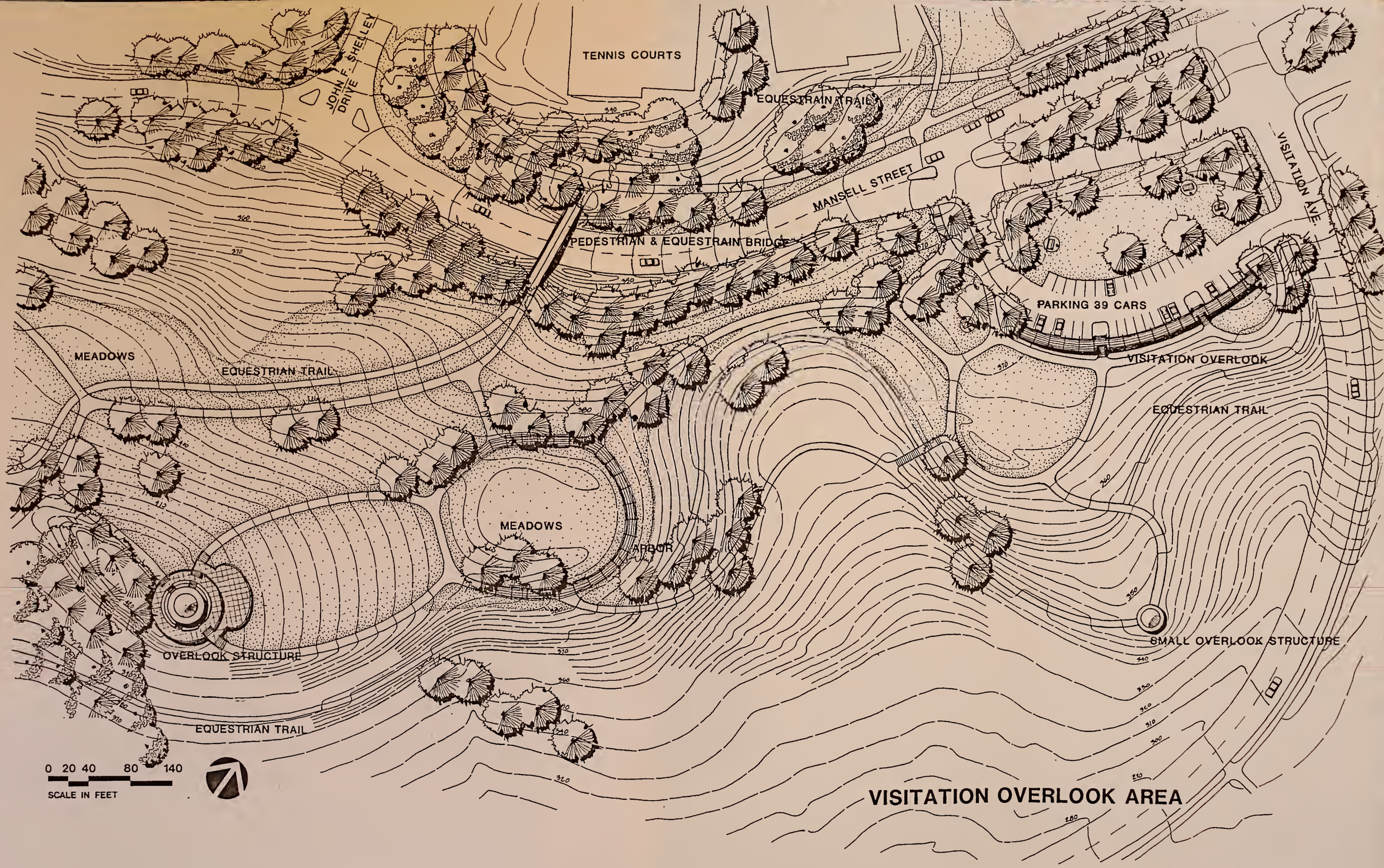
ILLTOP MEADOWS AREA



HILLTOP MEADOWS AREA



VERLOOK AREA



VISITATION OVERLOOK AREA

However, the principal reason for reclaiming and restoring the ridge is to provide the park with a major central open space rather than the unnatural and over-designed high speed roadway which presently preempts and divides the park into two parts.

7. Environmental Center

The recreation building in the Louis Sutter Playground has been relatively unused since its construction in 1965. Lack of funds,in the past, for the further development of the playground and for recreation field supervisors at the building has resulted in vandalism and general deterioration of the structure. Interest has been shown recently in using this building for an environmental education center. Although not designed specifically for this purpose, the meeting room, rest rooms and office space are sufficient to provide the basic space needs for such use. The further development of this program will add another appropriate activity to the park and contribute to the revitalization of the building and the use of the Louis Sutter Playground. As this program develops, the center building should be renovated, painted, better adapted to the program and made more secure. Appropriate staff leadership should also be provided as needed. Parking for 10 cars is available immediately adjacent to the building and additional parking is available nearby.

8. Nature Study

McLaren Park offers an excellent opportunity for environmental and nature study with resources which are unique in the city. A program in cooperation with the schools of the area would have a ready-made facility with a classroom with fireplace, space for a natural history museum, a sink and counter for class work, serving kitchen, rest rooms, office and storeroom, in the existing but unused recreation building at Louis Sutter Playground. There are riparian areas for study at Lake McNab and the springs and drainage areas immediately above it to the west. The meadows, woods, undergrowth and shrub areas offer lessons in wildlife habitat and in plant adaptability. Birds, small animals and reptiles are present and there are excellent examples of the geology and soils of the San Francisco area. With its changes of topography and combinations of exposed and protected areas, the park offers many opportunities to study the origins and effects of wind, rainfall, fog and temperatures. The new trails througout the park provide ready access to all locations and parking for cars or buses is near all points of natural interest.

9. Golf Course and Driving Range

The nine-hole golf course at McLaren Park, completed in 1961, on 60 acres is located on the South side of the park along Sunnydale Avenue. Running at a financial loss for a number of years with a gradual deteriorization of the greens and fairways, it has recently come under different management and is enjoying a renovation of the golf course and other facilities. The lease includes an golf driving range between Geneva Avenue and Sunnydale adjacent to

Crocker Amazon Playground. The driving range will be operated from the Geneva Avenue side with a small office, check-out counter, rest rooms and parking area. Driving will be towards the north and uphill. Should the golf course become a liability from a financial and public use standpoint, the area should be connected with the balance of the park by trails, walks and service roads, and be converted into a turfed area for group and family picnicking and free play. As long as it is feasible, the golf course will be continued at its present location and under its present method of operation.

10. Overlooks

The vast views from McLaren Park can be seen from its trails, picnic sites and from many other areas. However, there are a few points from which the views to the City, the Bay, the East Bay Hills, the South Bay and even the Pacific Ocean are so striking that they call for special treatment just for the outlook alone. Five different overlook sites have been selected, each with its particularly outstanding view and each with its own individual site treatment. Perhaps the most outstanding in the park is at the southeast corner of the intersection of Mansell Street and Visitacion Avenue. This site, known as the Wilde Reservoir site because of the remaining heavy concrete walls of the old reservoir, was an illegal dumping receptable for nocturnal trash disposal. Using the old walls, the reservoir site was re-designed as a viewing platform with a 35' high reinforced concrete tower in its center. Sweeping views of Twin Peaks, Downtown, the East and South Bay and around to the Cow Palace can be seen from the tower. This overlook was built in 1981.

These overlooks are all accessible by pedestrian trail and have nearby parking.

11. Lake McNab

Built in 1964, Lake McNab was designed as a model yacht basin with direct connections to the natural drainage system of this part of the park. Surface water from the slope on the west enters the lake through spaces between the concrete walkway on the edge of the lake. As the lake fills it overflows into a box on the opposite side and is carried off in pipes to the east. (See Hydrology.) The lake is often an attractive asset to the Louis Sutter area but can become stagnant during the dry season and is unsightly when it is drained for cleaning and removal of weeds and rushes. Maintenance can be greatly simplified and reduced by draining, cleaning and paving the bottom. To encourage a small amount of controlled vegetative growth, small selected areas can be left unpaved or wood boxes filled with soil, whose tops are a few inches below the surface of the water, can be installed for water plants.

Filling or removal of the lake is not desirable or practical for several reasons. The first is that, well maintained, it is a visual asset to the park; second, it is needed as an integral part of the drainage system; and finally, because the lake was built with State of California funds, its construction cost would have to be returned to the State if the facility is removed or radically changed.

12. Upper Reservoir

The upper reservoir unlike Lake McNab, was built to receive irrigation water from city mains at night when water demands in the surrounding neighborhoods are light. This is so that operation of the park's irrigation system would not draw down city water pressure. The elevation was selected to require smaller pumps to deliver water to higher levels and to permit gravity flow to the lower irrigated areas. In addition to its practical uses it is also a very attractive water feature.

Its surrounding slopes have recently been planted with pines, cypress, eucalyptus and hardy shrubs and ground covers to prevent erosion and to restore the natural appearance of the cut and filled embankments. Paved walks have been installed around its perimeter and trails now connect it with John F. Shelley Drive at one end and the overlook parking area at the other. The roff of the underground pump house, which is flush with the walks around the reservoir, has been finished with lawn and walks and steps have been added to go down the slope to the entrance.

To improve the appearance of the reservoir, the water level should be raised to cover most of the presently exposed sides of the basin.

13. Park Signs

McLaren Park, in all of its 54 years since land was first purchased for its creation, has never had an identifying sign at any of its entrances, directional signs to any of its facilities, or with few exceptions at any of its points of interest. Along with lack of maintenance, vandalism, and

sporadic development, this lack of positive identification calling attention to the fact that the area is indeed a park, has contributed to the lack of use and misuse of the park.

A program of installing an appropriate sign system, the design of which is consistent with the aims and character of the park, is strongly recommended. This program was begun in 1983 with the construction of durable, concrete signs using Helvetica type-face at each vehicular and pedestrian entrance of the park. This program should be continued to provide directional and destination or area name signs within the park.

Signs should also be installed on principle city streets directing users to the site. Requests to Cal Trans for the installation of directional signs have unfortunately been rejected.

ENVIRONMENTAL CONTEXT

VI. NATURAL ENVIRONMENTAL CONTEXT

A. Climate

1. Temperature

The hilly topography of the Peninsula, along with its proximity to the Bay and the Pacific Ocean, exercise control over the local climate. A strong flow of marine air over the park is characteristic of these influences and helps account for mild and moderately wet winters and dry, cool summers. The daily and annual range in temperature is small, ranging from the 40's at night to the mid to high 70's during the day.

2. Wind and Humidity

The wind blows predominantly from the west in May and June, the northwest in July, August and September and west-northwest throughout the remainder of the year. It has a mean speed of 10.5 m.p.h. and the fastest speed, recorded in 1963, of 58 m.p.h.

The summer weather is dominated by a cool sea breeze resulting in an average summer wind speed of nearly 14 m.p.h. Winds tend to be light in the early morning, but normally reach 20 to 25 m.p.h. in the afternoons.

These wind conditions, occurring at their highest speeds during the dryest and warmest periods of the year for outdoor recreation, are the major constraint effecting recreational activity and healthy plant growth in the park. An additional harmful element adversely affecting plant growth is the accompanying aerosol salts blowing in from the ocean.

3. Precipitation

The normal yearly rainfall is 19.53 inches and the maximum recorded in a 24 hour period was 4.58 inches in 1948. Most of the rainfall occurs from November through April with an average for those months of 2.97 inches. Average precipitation of the midyear months of May through October is .287 inches.

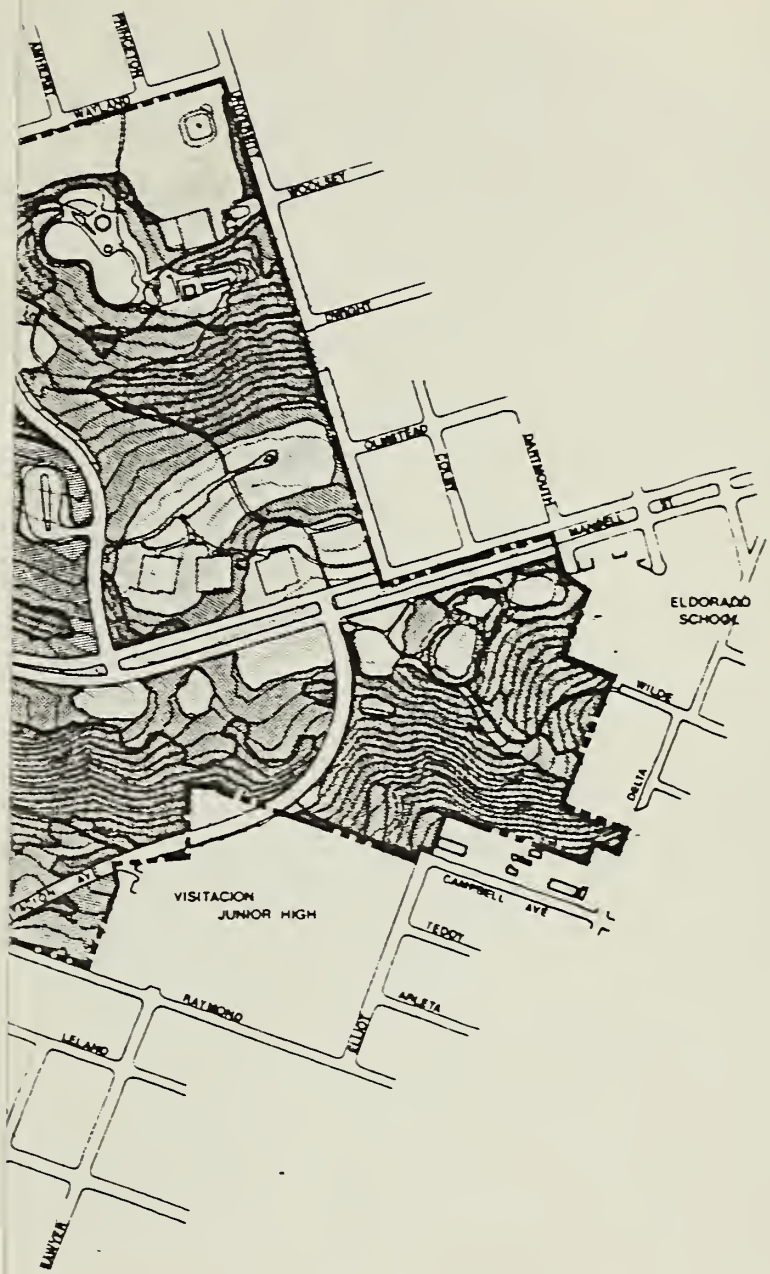
The absense of rainfall and the higher temperatures of the mid-year make this period more appealing for park use if protection can be provided from the stronger winds during this same time.

B. Topography

An East-West ridge traversed by Mansell Street is the dominant topographic feature of the park, with a eucalyptus forest and the golf course occupying its south slope and a more varied slope dropping away to the north and east. The ridge takes off from Mansell Street just east of the intersection with Brazil running northwest to a point just north of the Upper Reservoir. The western portion of John F. Shelley Drive runs along the crest of this part of the ridge.

McLaren Park's 315.84 acres represent some of the most hilly terrain in the City with 46% of its area with slopes of 10-25% and 35% with slopes of over 25%. Areas of 0-10%, usually considered to be easily buildable, represent only 19% or 60.62 acres of its total area. At least half of this area is already developed and in use at the Louis Sutter Playfields, the John McLaren 9-hole golf course and parts of the tennis court site. Although this precludes any further open playfield development for organized sports in McLaren Park proper, there are 43.90 acres already developed for this purpose in the adjacent Crocker Amazon Recreation Center and not included in the McLaren Park acreage.

The topography thus has a great bearing on the kinds of recreational activities which are possible in the park and almost prohibits further development of facilities for organized, field sports. However, the land has the capability of supplying the land base for many needed activities not found elsewhere in the southern part of the city or, to a certain degree, at any other park in the city.



ED SLOPE ANALYSIS

I PARK MASTER PLAN

REATION & PARKS
AN FRANCISCO, CALIFORNIA

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LEGEND

0-10% SLOPE

10-25% SLOPE

25%+ SLOPE

SOURCE
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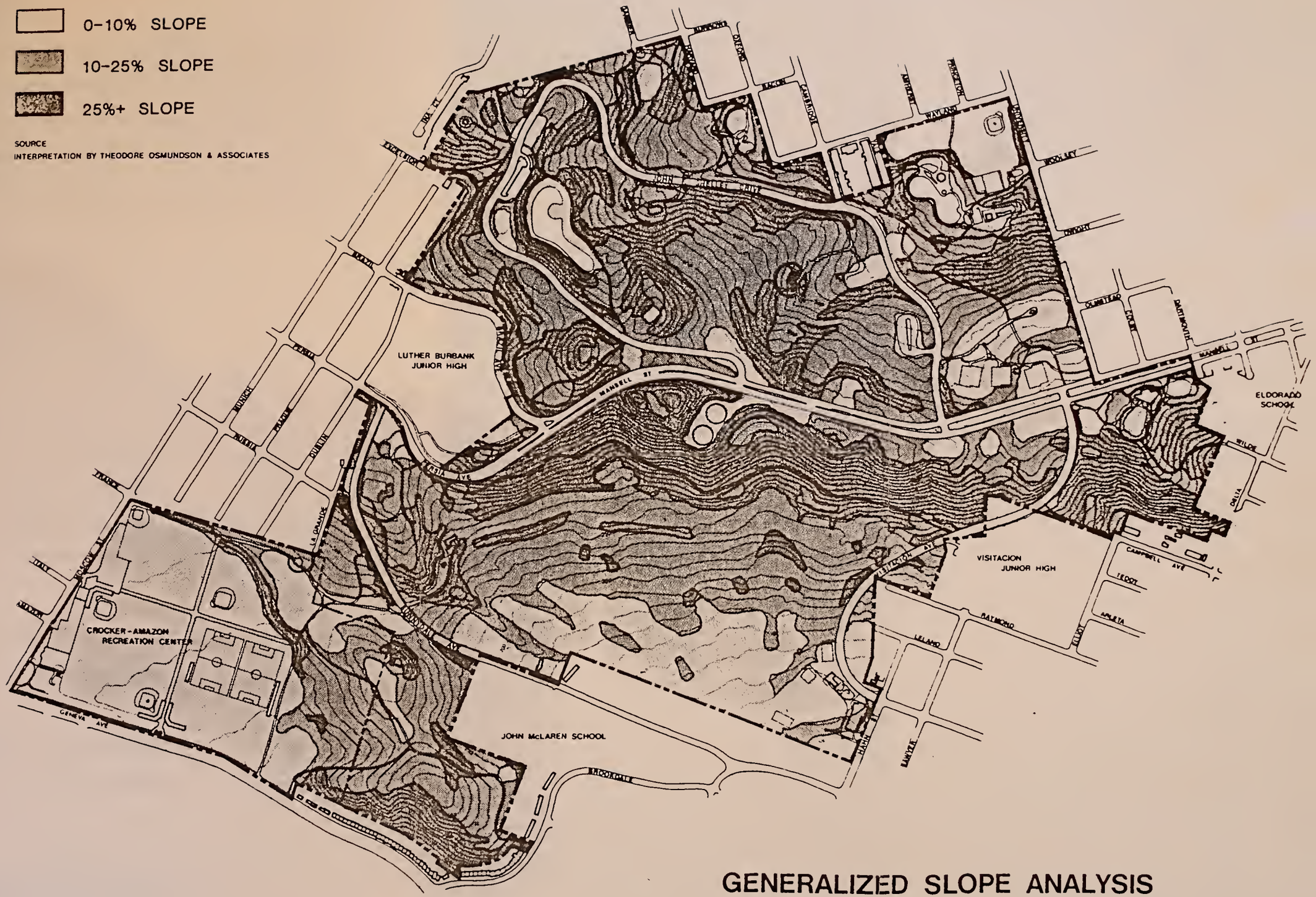

0 150 300 600 900
SCALE IN FEET

NORTH

GENERALIZED SLOPE ANALYSIS

McLAREN PARK MASTER PLAN

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CITY & COUNTY OF SAN FRANCISCO, CALIFORNIA

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The lowest point in the park, elevation 98.0, occurs at Hahn Street near its intersection with Sunnydale in the Herz Playground. The highest point, elevation 510(+), is on the main ridge just north of Mansell between Brazil and John F. Shelley Drive, a difference of 412 feet. The Crocker Amazon Recreation Center is at the average elevation of 230.0' and the tennis courts at ± 350.0.

TOPOGRAPHIC SLOPES

McLAREN PARK

0-10% SLOPES	60.62 ACRES	19%
10-25% SLOPES	145.99 ACRES	46%
25%+ SLOPES	109.23 ACRES	35%
	315.84 ACRES	100%

CROCKER-AMAZON RECREATION AREA

0-10% SLOPES	43.90 ACRES	77%
10-25% SLOPES	9.73 ACRES	17%
25%+ SLOPES	3.29 ACRES	6%
	56.92 ACRES	100%

Table : The areas of the park and Crocker Amazon Recreation Area by degree of slope and the percentage and acreage in each slope category.

C. Geology and Soils

McLaren Park is underlain by Franciscan melange, a disrupted assemblage of large and small masses of various hard rock types embedded in a fine-grained matrix of intensely sheared and crushed graywacke sandstone and shale. The melange terrain on the property is characterized by the presence of scattered prominent outcrops or monument-like masses of hard rock projecting out of an otherwise smooth, grassy slope. These hard or resistant masses on the property consist chiefly of greenstone, chert and serpentine. Elsewhere in the San Francisco Bay area these hard masses also include graywacke sandstone and metamorphic rocks. These hard "knockers" rarely show evidence of continuity between outcrops.

The blocks of hard rock that are embedded in the melange matrix range from an inch to miles in dimension. Many of these hard masses, such as the outcrops of the site, are composed of a single rock type. For example, the crest of the knob northwest of John McLaren School consists of a huge block of red chert. The intensely sheared melange matrix that encloses the hard blocks is so weak and easily eroded that its nature is not apparent except where the soil of colluvial cover has been dissected by road cuts or deep gullies. The melange matrix is not only inherently weak in most places, but it also commonly weathers to a clay-rich, highly expansive soil. These soils possess low shear strength when wet and are subject to downslope creep and contribute to the formation of debris flow landslides. Conceivably, existing landslide deposits could be activated or slides could be triggered on marginally stable hillsides.

No major landslides have been reported on the property. A regional slope stability map for the Southern San Francisco Bay prepared by the U.S. Geological Survey classifies McLaren Park as Category 2 (Generally Stable) and Category 3 (Generally Stable to Marginally Stable). The Category 2 Classification is assigned to portions of the park that possess slopes of 15 percent

LEGEND

KJs	SANDSTONE & SHALE
KJg	GREENSTONE
KJm	METAMORPHIC ROCKS
sp	SERPENTINE
KJu	SHEARED ROCKS
Qaf	ARTIFICIAL FILL
Qd	DUNE SAND
Qsr	SLOPE DEBRIS & RAVINE FILL
Qc	COLMA FORMATION
Qu	UNDIFFERENTIATED DEPOSITS

FAULT ZONE, INACTIVE

SOURCE:
BLAKE, M.C., ET ALL, U.S.G.S.(1974)
BONILLA, M.G., U.S.G.S.(1971)
DAMANS & ASSOCIATES, INC.

0 150 300 600 900
SCALE IN FEET

NORTH

GENERALIZED GEOLOGY

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or less. The Category 3 Classification, which is assigned to the remaining portions of the park, are defined as areas of greater than 15 percent slopes that are not underlain by landslides or bedrock units susceptible to landsliding.

Although no rare, unusual or unique geologic features were identified in the park, there are geomorphic features characteristic of melange terrain, and there are exposures of serpentine, the state rock.

Within McLaren Park, there are numerous areas of bare, eroding soils caused by motor bikes, along with swales that are natural areas of concentrated runoff and soil slippage. Four small debris flow landslides were identified on the property.

The potential for long term stability of slopes within the park appears good, provided that: (a) motor bikes are kept off of erodible slopes; (b) buildings are sited away from swale areas; and, (c) disturbed areas are revegetated and protected from concentrated runoff.

McLaren Park is underlain by alluvial soils that are chiefly silty clays. Colors are variable, ranging from gray and dark brown to yellowish brown. The soils range from slightly acid to mildly alkaline. A few areas are slightly calcareous. These soils tend to be well drained, runoff is rapid and the hazard of erosion is high, particularly where vegetation has been removed and the bare soil is exposed. The permeability is slow to very slow.

The thickness of the soil varies according to position on the slope, ranging from a thin mantle on prominent knobs to more than 3 feet at the base of hills in swale areas.

Within McLaren Park, there are numerous areas of bare, eroding soils. These are clay soils that occur on slopes possessing gradients of as much

as 50 percent, have low shear strength, and are shallow soils (in the upper portion of hillsides). Such soils are quite susceptible to landslides, especially if man has altered the natural slope in such a way as to permit concentrated runoff, remove stabilizing vegetation, or steepen the lower portion of the slope.

It should also be recognized that eroding slopes increase the turbidity of runoff and can cause downslope sedimentation problems. Debris and sediments can obstruct or reduce the capacity of drainage facilities, possibly causing localized flooding, along with increasing public costs for maintenance of drainage facilities, sidewalks and streets.

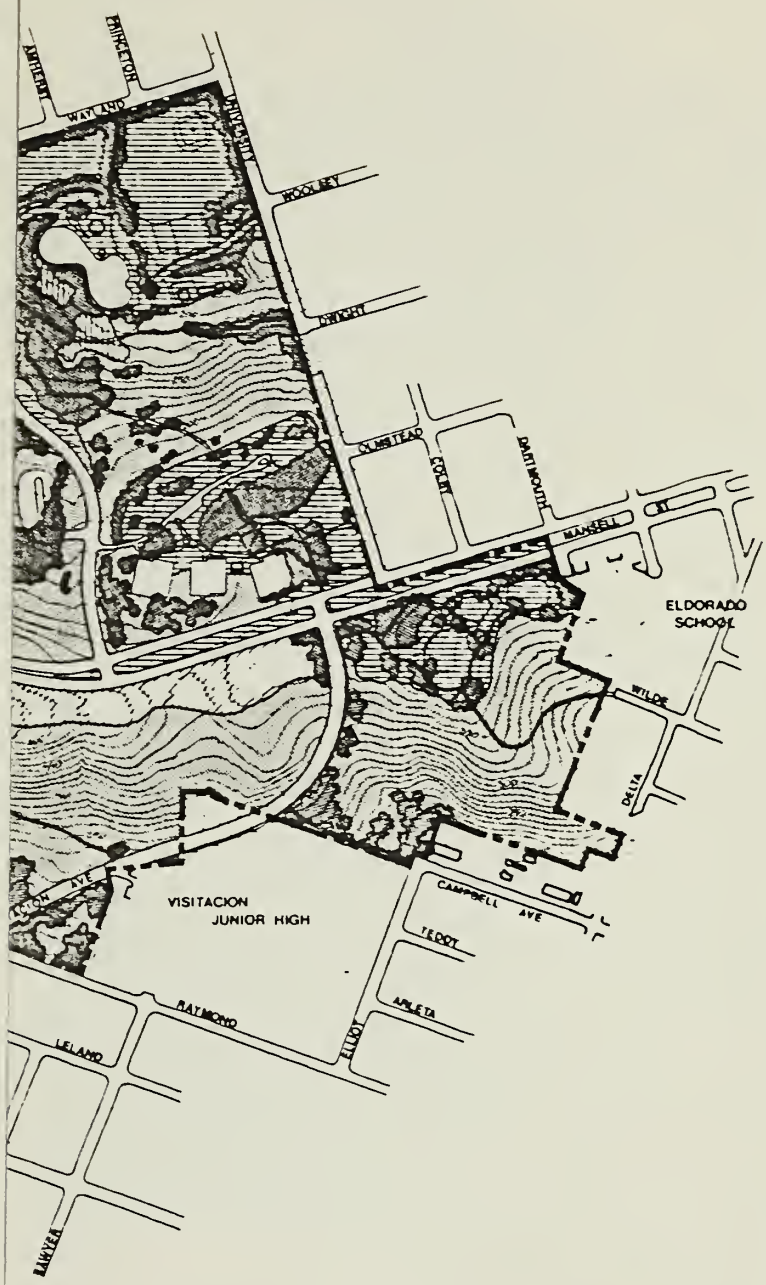
Areas that warrant corrective treatment (drainage improvements, grading and/or plantings) include trails, existing gullies and areas of bare soils.

D. Vegetation

The vegetation of McLaren Park is composed of ornamental plantings and lawns mixed with areas of naturalized and native vegetation. Most of the sections which were originally planted have since grown into what resembles natural woodlands due to an extended period of neglect.

The vegetation falls generally into the following categories: Grassland (three general types), Trees, very young, medium aged, old aged and riparian, and planting found in strips and around paving and structures.

The grasslands can be roughly divided into two areas, those on south facing slopes and those on north facing slopes. Those in the south slopes are in the grasses such as Slender wild oats, Fescue and Purple needlegrass. In addition, there are wild flowers including Wild mustard, Soap plant, California poppy, Wild geranium, Douglas iris, Buttercup, Wild radish and Footsteps of spring and others. These grasslands with their variety



ED VEGETATION

PARK MASTER PLAN

EATION & PARKS
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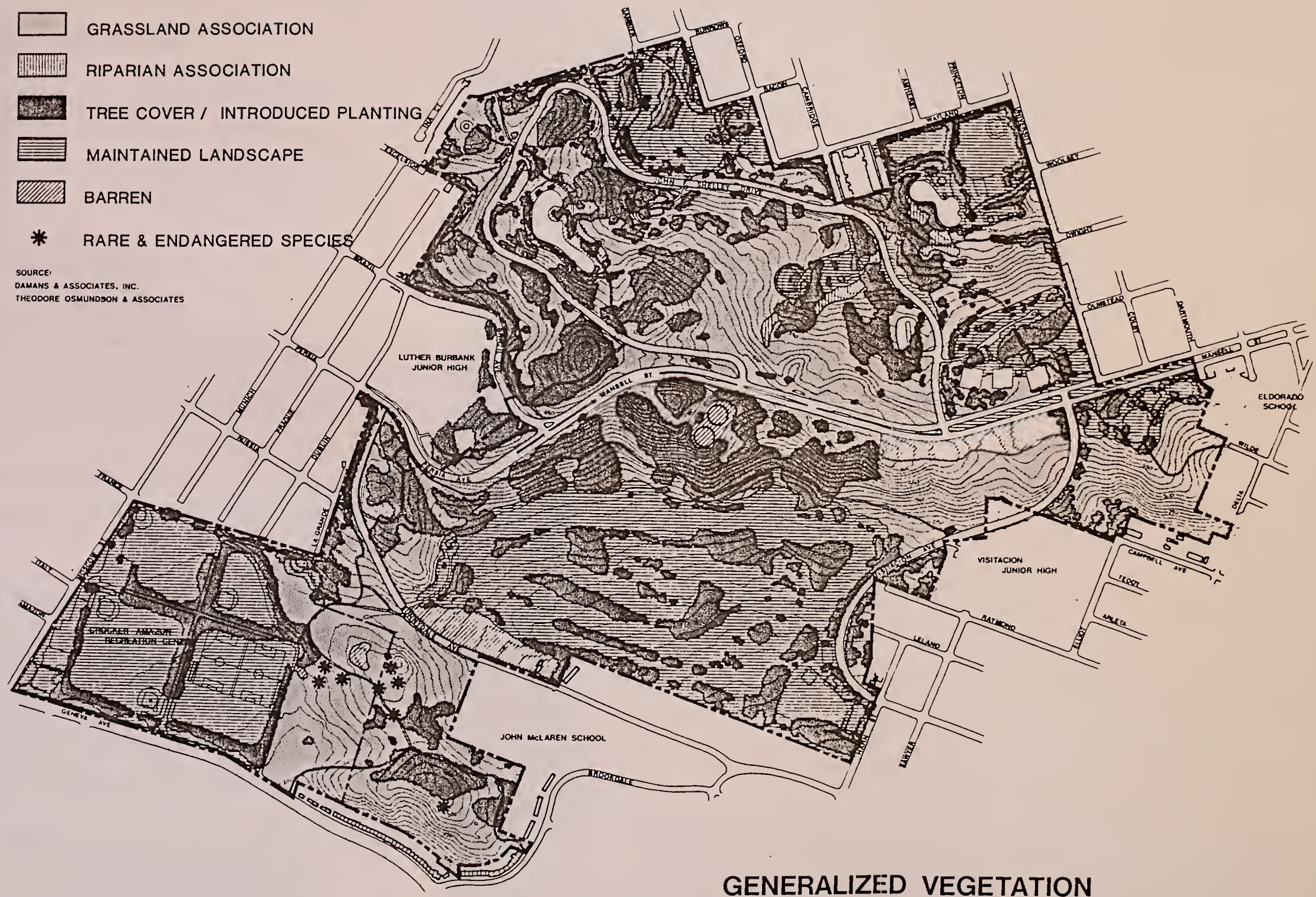
LEGEND

- GRASSLAND ASSOCIATION
- RIPARIAN ASSOCIATION
- TREE COVER / INTRODUCED PLANTING
- MAINTAINED LANDSCAPE
- BARREN
- * RARE & ENDANGERED SPECIES

SOURCE:
DAMANS & ASSOCIATES, INC.
THEODORE OSMUNDSON & ASSOCIATES



GENERALIZED VEGETATION

McLAREN PARK MASTER PLAN

DEPARTMENT OF RECREATION & PARKS
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THEODORE OSMUNDSON & ASSOCIATES, Landscape Architects & Planners

of native wildflowers have a varied and natural appearance.

The north facing slopes are completely covered with annual grasslands forming tall dense swards. The slopes are less steep than the drier south slopes and have deeper and sandy soils. Wild oats, Mustard, California Poppy, Lupines, Miners lettuce, Plantains, Wild radish, Chickweed and Italian thistle are dominant.

The trees in McLaren Park are almost all introduced species with possibly the exception of the Arroyo Willows in the riparian areas. The age and density of the trees varies from recently planted to perhaps 50-60 years old and from thin density in relatively young Eucalyptus groves to exceedingly dense and dark groves of Monterey cypress, Monterey pine, Blue bum and Coast redwood. Their understory ranges from grasses in the younger and more open groves to little or none in the dense stands of medium aged pine, cypress, eucalyptus and redwood. Little regeneration is occuring in the dense groves except along their sunnier perimeters.

Eucalyptus and Monterey cypress are most resistant to the high winds and salty atmosphere of the ridges and western exposures while the Monterey pine are subject to diseases, wind and lack regeneration in dense groves. Redwoods tend to survive but many are severely salt-pruned on their growing tips and often assume the characteristic flag-form with branches only on the leeward side. Deciduous trees also show severe wind burn on new buds and foliage.

Vegetation in the center planting strip at the east end of Mansell Street, around paved areas and adjacent structures has been introduced in recent years. The parking strip includes a number of native species such as Manzanita, Wild or California lilac, Coyote brush, Monterey cypress, and

Eucalyptus. There are also exotics such as Italian stone pine, Bottle-brush and Acacia.

Recently planted areas such as the Upper Reservoir, the Wilde Reservoir, Louis Sutter Playground, and other less concentrated areas have been planted in natives or exotics known to be hardy and readily adaptable to the growing conditions in the park.

Several drainage areas on the site support a native riparian vegetation. While most of this type is dominated by dense thickets of Arroyo willow, open marshy areas with rushes are found throughout. Blackberry and some ornamental species form an edge near the Lake McNab area. Ages of the trees varies from young to old. Spacing is random and coverage is 100% in all but the open marshes.

E. Wildlife

The animal and bird life of McLaren Park, must have the basic needs of any wildlife habitat, food, water, and cover. In addition, some species require perching places, grit for digestion, etc., and varying types of vegetation. Although, at first glance, the park, with its mosaic of vegetation types, appears to have a great variety of wildlife typical of urban/wildland interfaces, this did not prove to be true.

Most small mammals are absent from the park with the exception of raccoons and possibly field mice and other small rodents in the riparian areas. Although habitat for tree squirrels is abundant in many places, no varieties were found. Also, because of the lack of large shrub areas adjacent to grasslands, the brush rabbit seems to be absent.

Grassland and lawn areas show evidence of the most species. Occasional mole and pocket gopher burrows are visible along with Meadow mice runways in

areas of heavy grass mulch. Also, ground squirrel burrows and caches have been seen around rocky areas in the south-facing grasslands.

The Pacific tree-frog, both green and brown, have been seen in the riparian habitats but no others were observed which ordinarily are to be found in similar habitats. In damp areas under trees where there were rotten boards and logs, the California slender salamander were seen, but maintenance practices removing fallen trees or other wood debris have sharply limited most salamander species.

Although no reptiles were observed it is likely that the grassland habitat contains Gopher snakes and the Racer. Near the water in the riparian areas, garter snakes including the San Francisco garter snake, a rare and endangered species might occur.

The bird fauna of the park is by far the most abundent and visible of the wildlife groups.

The riparian areas provide habitat for an abundent population of humming birds as well as many warblers. Red-winged blackbirds, Hermit thrushes and three species of sparrows. Other species use these areas on a visitor basis, for feeding or water under the protective cover of the thickets.

The grasslands are large enough to provide habitat for the gound nesting Western Meadowlark, Red-tailed hawk, robins, flickers, Mourning doves, and sparrow hawks have been observed in the air over the grasslands utilizing it for feeding of seeds or invertebrates. The grassland is an important food source but many species require, in addition, the nearby cover of shrubs and trees.

The trees and powerlines serve as important perching places for the hawks and many other birds and the trees are used as nesting sites. The tree groves are also primary habitat for birds such as the Chestnut-backed chick-

adee and Red-breasted nuthatch which glean insects off the tree branches as well as nesting here. Scrub jays and Towhees are absent or rare due to a lack of cover although they adapt readily to human beings.

Butterflies appear throughout the grasslands and the Cabbage butterfly and West coast lady were observed in great numbers. The rocky areas of grassland with plentiful buckwheat are potential habitat for the San Bruno elfin, a rare and endangered species found on San Bruno Mountain.

Factors limiting greater numbers of species of wildlife in McLaren Park are: lack of special habitat for cover, park maintenance procedures, limited diversity of plant and insect species for food, and predation by urban pets and humans.

The riparian area should be left undisturbed, a greater diversity of shrubs and trees should be planted for food, cover and nesting and if more amphibians are desired for educational and other purposes, more downed woody material should be left on the site as habitat. It is doubtful if rabbits or squirrels can be reintroduced because of difficulties in the control of dog and cat predation.

F. Hydrology

The terrain in the watersheds that drain McLaren Park consist of steep, relatively rocky slopes with a small portion of gently sloping ground on the periphery of the park. The topographic setting of the watershed, along with the approximate boundaries of the subwater sheds is shown in the plan. Mansell Street follows the alignment of an east-west trending ridge that is a major drainage divide. The subwatershed on the south side of this unnamed ridge drains generally southwesterly, to drainage facilities in the Visitacion Valley. Ultimately, runoff is discharged into saltwater marsh on the fringe of San Francisco Bay, approximately 1½ miles southwest of McLaren Park.

LEGEND

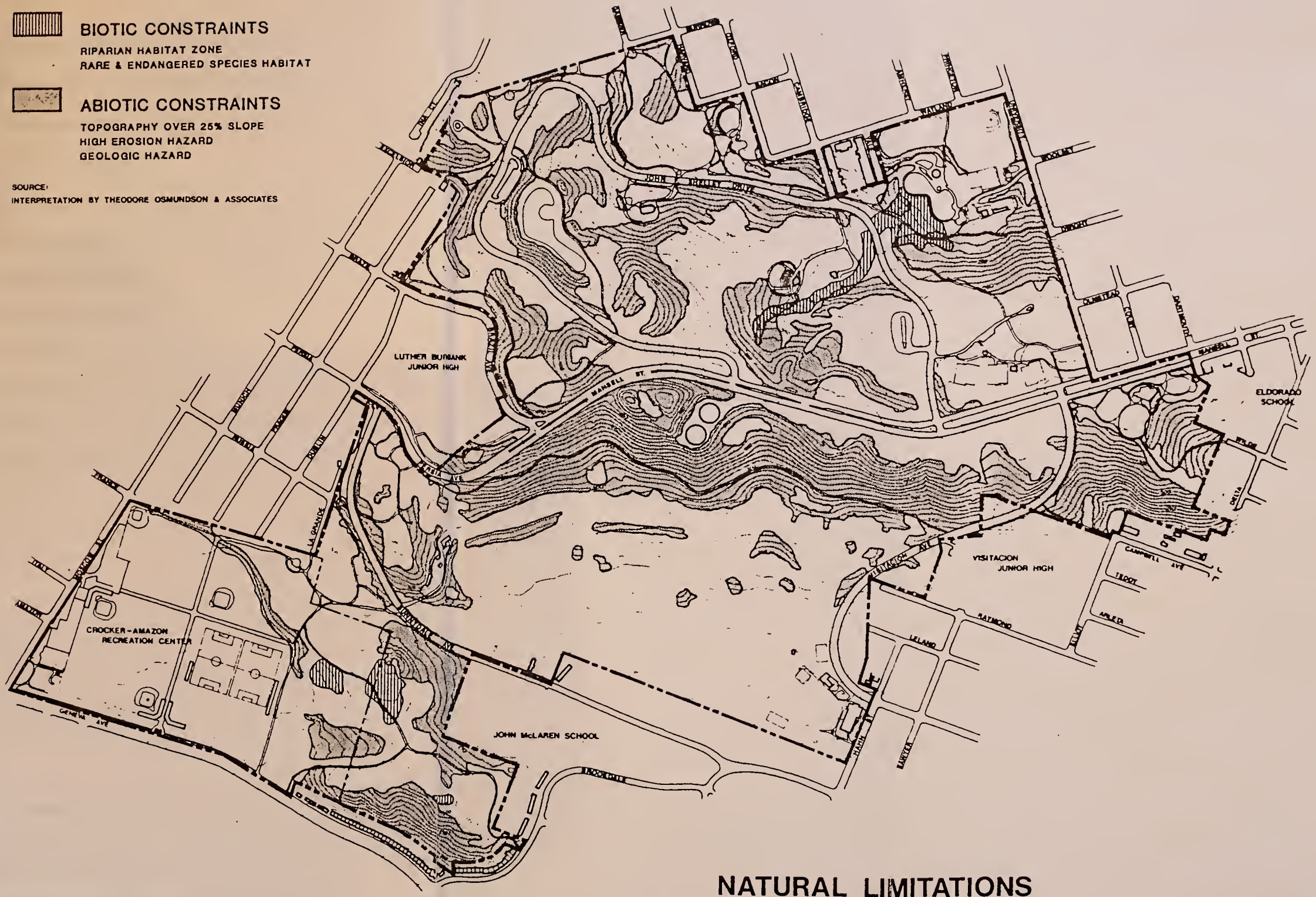
BIOTIC CONSTRAINTS

RIPARIAN HABITAT ZONE
RARE & ENDANGERED SPECIES HABITAT

ABIOTIC CONSTRAINTS

TOPOGRAPHY OVER 25% SLOPE
HIGH EROSION HAZARD
GEOLOGIC HAZARD

SOURCE:
INTERPRETATION BY THEODORE OSMUNDSON & ASSOCIATES


LUTHER BURBANK JUNIOR HIGH
BANDELL ST.
JOHN McLAREN BLVD.
ELDORADO SCHOOL
VISITACION JUNIOR HIGH
CROCKER-AMAZON RECREATION CENTER
JOHN McLAREN SCHOOL
LELAND
RAYMOND
TRUMBULL
TRUXTON
GENEVA AVE
LA GRANDE
DELTA
TEXAS
TEXAS
TEXAS

Drainage in this south portion of the park is not well defined. In the upper portion of this subwatershed, water is conveyed by sheetflow to the base of the ridge, at elevation approximately 300+ feet. Below this elevation, the drainage channels lose their identity.

Apparently runoff is carried by sheetflow onto the golf course, where infiltration occurs. During heavy storms runoff may be carried across the golf course and discharged into drainage facilities in the right-of-way of Visitacion Avenue, Hahn Street, and Sunnyvale Avenue.

The subwatershed north of Mansell Street includes a broad area in the north and northeast portion of McLaren Park. It is bounded on the south by Mansell Street and bisected by John F. Shelley Drive. Drainage in this watershed is directed toward Lake McNab that is located near the northeast corner of the property at elevation 200+ feet. This lake serves as a permanent detention basin and sediment trap.

The drainage basin for the lake includes: (a) storm drainage waters intercepted by John F. Shelley Drive; (b) surface runoff from the upper reaches of this watershed which are conveyed beneath John F. Shelley Drive in a culvert; (c) water from year-round springs, primarily located in the wet hillside area south and southwest of the pond; and, (d) irrigation water. Ultimately, runoff is conveyed in a closed conduit from the pond to storm drainage facilities in University Street.

Within the upper reaches of this watershed is McLaren Reservoir. Municipal water is pumped to this reservoir from the water main at Persia Avenue and Dublin Street. The sole purpose of this reservoir is, at the present time, to provide water for irrigation of grassy areas and landscaped areas within McLaren Park.

There is a second ridge in the park which runs south easterly, from the

location of the playlot in the north eastern corner of the Crocker Amazon Recreation Center, to a point just south of the John McLaren School site on Brookdale. These minor subwater sheds are drained by infiltration and sheet drainage towards Sunnydale and Geneva Avenues, where excess storm water flows into street drains. There are no known springs in this area.

Several springs exist in the park which saturate soils and colluvial materials increasing their weight while reducing their resistance to sliding. In flat areas, spring water can attract mosquitos, may limit use of the area for certain forms of active or passive recreation because of wet woil, and silt carried by spring water can block storm drainage facilities.

There is heavy ground water seepage in the hillside area bounded by John F. Shelley Drive on the west and by McNab Lake on the northeast. The moist conditions in this area should be avoided for building construction due to possible foundation problems.

G. Archaeology

The earliest inhabitants of the McLaren Park area were the California Indians. Their principal villages were in the valleys of the peninsula where water was plentiful and there was protection from the fog and chilly winds off the Pacific Ocean. No archeological sites have been found in the park area proper and the lack of water makes its past occupation or use by local tribes highly unlikely.

H. Scenery

The topography of McLaren Park, ranging in elevation from 98.0 to 510.0 along its highest ridges make it an area where exceptionally fine views may be obtained to all directions. There are outstanding views toward San Francisco to the north, to the Ocean and the Farallons to the

west and northwest and to the Bay and San Bruno Mountain to the east and south. On the many clear days, the downtown skyline, the Bay Bridge, the Berkeley and Oakland Hills with Mount Diablo showing over their highest ridges due east, the South Bay bridges and airport to the southeast, all make a vast panorama seen from many points along the park roads and trails and the high ridges in the park. The great variety of park terrain and the magnificient views are the finest scenic assets of the park. These long views are seldom seen from public areas in the City and offer a unique recreational attraction available to all the people of San Francisco.

I. Seismic History

The nearest active fault is the San Andreas fault zone, which passes approximately 5 miles west of the park. The Hayward Fault passes approximately 12 miles east of the property.

Because of the proximity of the site to known active faults, it can be anticipated that the McLaren Park area will be subject to the effects of at least one high magnitude earthquake within the next half century. According to a map issued by the U.S. Geological Survey, it can be anticipated that the McLaren Park area will experience "strong" ground shaking in the event of a Richter Magnitude 8+ earthquake on the San Andreas fault.

No active or potentially active faults have been mapped in the vicinity of McLaren Park, and there appears to be no evidence of active faults on the property although a dormant and inactive fault has been identified and mapped in the general vicinity of Sunnydale Ave. However, catastrophic failures in recent earthquakes have provided a sobering reminder that ground shaking is capable of triggering failure of marginally stable slopes and activating dormant landslides. As previously mentioned, McLaren park will be subject to "strong" ground shaking in the event of a Richter Magnitude 8+

earthquake on the San Andreas fault. Most or all of the earthquake damage to be expected in the McLaren Park neighborhoods will be from the primary and secondary effects of ground slope failure and the destructive effects of ground shaking and ground failure, especially fire and disruption of utilities and transportation routes. There were no earthquake-triggered landslides reported within the vicinity of the park during the 1906 San Francisco earthquake.

No special design features are required to mitigate seismic hazards. All future buildings in the park should be designed in accordance with the requirements of the U.B.C., 1976 Edition. To the extent possible, grading should be avoided, particularly cuts at the base of hillside areas.

MANAGEMENT CONCEPTS AND DESIGN STANDARDS

ENVIRONMENTAL PROTECTION

Facilities should be designed with care to fit into the site. Professional landscape architects, architects, engineers and other specialists trained and experienced in park and recreation planning should be assigned the responsibility of park design and environmental protection. The following environmental protection standards should be used for the various parts of the project.

A. Embankment Standards

Cut and fill embankments for roads, trails, building construction and other necessary disturbances to the natural contours of the site should be kept at a minimum slope of 2.5 to 1 or less wherever site conditions make it possible. The top and bottom of slopes whould be rounded to form a natural blend with the existing grade. In all cases, newly cut or filled slopes should be smoothed and seeded with wild flowers and natural grasses to prevent erosion and to restore a natural appearance to the new slopes.

B. Recreation Facilities Standards

The facilities, including the buildings, should be in harmony with their surroundings and such natural materials as rock and wood should be used extensively. The facilities should be located so that easy access can be available for both use and maintenance. Extensive plantings of shrubs and trees around buildings and structures should be undertaken to enhance the natural environment. Hardy and drought resistant plants, mostly native should be selected to blend with the existing vegetation types.

C. Road and Parking Area Standards

The major road and parking areas are existing except for those adjacent to the reception/meeting hall, the Mansell/Visitacion overlook area and the relocation of Mansell. These facilities should be placed on the gently sloped portions of the site to minimize grading. The roads should be posted for maximum vehicle speeds and entrances to parking areas should be clearly identified. The roads should be asphalt paved to prevent dust and mud problems.

The parking areas, also paved, should be visually relieved with extensive plant ings of trees. Curbs and other barriers should be employed to prevent cars and other vehicles from leaving the paved surface.

D. Trail Design Standards

Trails should be designed to accommodate one of the following means of movement: hiking, walking or horseback riding. Most pedestrian trails should be 8' wide to accommodate service and emergency vehicles. These would all (with the exception of the trail above the golf course) be paved with asphalt on a crusher run base to minimize erosion and maintenance. Wherever steepness of the natural slope requires it to minimize the size of construction scars on the land, trail widths should be reduced to six feet or even four feet.

Equestrian trails should be separate and single-purpose system. They can be surfaced with rolled and compacted base rock, mechanically chipped debris from tree and shrub trimmings or similar materials as required by specific gradient and drainage conditions.

E. Signing Standards

Signs for regulation, information, direction, interpretation and announcing park and facility entrances should be designed by professional designers sensitive to the propriety of such signs to insure quality signing compatible with the environment.

F. Utilities Standards

Utilities should be located to preserve the landscape. Wherever possible, these facilities should be placed underground, utilizing the edges of the road and trail beds for utility lines. The structures and facilities that must be placed above ground should be located to minimize their impacts on recreation and environmental values, and should be planted extensively for concealment.

VIII. HABITAT IMPROVEMENTS

A. Vegetative Programs

1. Plant Protection

A major effort should be made to reverse the vegetative degradation that has resulted from deliberately started fires, wind and storm damage, and the natural attrition from aging trees and other plant materials.

To help the existing trees to reproduce, their seedlings will need the protection from fires and over use of the land by park visitors. The trail system will greatly assist in keeping visitors on access ways rather than trampling natural areas at random. Also instructive signs will aid in discouraging people from leaving the trails and damaging vegetation.

Many dense shrubs with foliage growing down to ground level have been planted to protect visitors from cold drafts. These new and existing shrubs should be left untrimmed to the greatest extent possible and should not be pruned up into small open-bottomed trees, allowing the wind to blow through the lower branches.

2. New Plantings & Reforestration

Throughout the park, an ongoing program of new plant establishment should be implemented. Existing trees and shrubs which are continuously maturing and moving into decline should be monitored by park maintenance personnel and a program of removal of old plants and their replacement

by new plants should be established as part of normal maintenance. This will result in a constant vigor of all plant material and eliminate the need for costly major plant replacement programs when great numbers of trees and shrubs have deteriorated such as has occurred in Golden Gate Park.

New plantings of pines, cypresses and eucalypts should be installed on ridgetops and in lower areas in need of windbreaks to make use areas more pleasant for visitors.

B. Wildlife Programs

Replacement and new plantings should be native or naturalized to the climate and topography of the park. Such plants should provide wildlife habitat and feed for birds, small mammals and reptiles.

Prevention of grass fires will provide a safer habitat for the ground squirrels, reptiles, field mice, brush rabbits, certain types of birds and other wildlife which ordinarily exist in an open natural environment like McLaren Park.

It is expected that all of the existing wildlife of the site will increase in numbers with the maturing of the parks new habitats. With the protection and concealment provided by greater areas of vegetation, decimation by predators such as people, cats, dogs and other natural wildlife enemies will be decreased. With the planting of berry-producing shrubs, feed for birds can be increased

thereby holding existing bird populations and increasing the numbers of new birds in the park.

Mention should be made here of the special-purpose planting of Eucalyptus at the request of the Fleishacker Zoological Gardens management to provide food for the Koalas at that institution. Varieties desired include Eucalyptus viminalis, Eucalyptus robusta and Eucalyptus camaldulensis, which are available in containers. Eucalyptus tereticornus, punctata, propinqua, pilularis, obliqua, ovata, paniculata are also desired but will have to be started from seed especially for this project as they are not generally available in the nursery trade in this country. Large plantings are being started in several locations from seedlings planted in the City's nursery.

Indigenous and native plantings of appropriate vegetation in riparian areas should be encouraged.

IX. MANAGEMENT CONCEPTS AND SPECIAL PROBLEMS

Outdoor recreation and environmental protection and enhancement be major management objectives. To implement these goals a resource management program should be instituted based on adequate knowledge obtained from investigation of staff and citizen input during the preparation of this Master Plan and contained herein and in the Environmental Study made in conjunction with this Master Plan.[1] Although significant information is already available, a continuing program of information gathering on the various aspects of the site and its uses is needed. The program would be charged with protecting the site's resources.

The parks natural resources should be used for the public's enjoyment in such a manner as to prevent impairment of the natural values. The land should be respected as a whole environment whose use is dependent on the continued well-being of all its living things.

A. Visitor Use Concepts

The underlying purpose for this park and recreation area is to bring the visitor into closer harmony with nature and to provide wholesome active and passive outdoor recreation within the context of a natural environment. To get people into the park experience, specific facilities will be immediately accessible from parking areas near them and parking will be provided along the curbed edges of drives and in designated parking areas. The natural areas of the park should be accessible by such means as walking,

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1 Environmental Inventory, McLaren Park Masterplan, Daman & Assoc., Inc., April 1981.

hiking and horseback riding. Motorcycles and offroad vehicles should be prohibited from areas other than the public drives. To make the park as distinctly different from the urban areas from which most visitors will be coming, great care should be taken to preserve and enhance the natural environment. Only the most adaptable lands should be used for recreation facilities.

1. Non-consumption of Natural Resources

Of the wide range of planned recreational uses, most will be non-consumptive of the natural resources, such as hiking, jogging, horseback riding and family and group picnicking. These activities, when performed on designated trails and areas will do little harm to the natural areas.

2. Interpretive Program

An interpretive program should emphasize the natural environment including the management and enjoyment of the park's natural resources. The obligations of the visitor to the natural environment can also be stressed to encourage respect for the park and its facilities. The interpretive program should include the trails, riparian areas such as springs, seeps or significant drainage channels, overlooks and certain areas of Lake McNab. Use of the recreation building at Lake McNab is encouraged as an environmental study, museum and interpretation center. Road and trailside orientation exhibits can also be part of the program.

3. Minimizing Human Impact

To minimize human impact on the large steep natural areas of the park, only small service and fire fighting equipment and police cars or motorcycles will be allowed to use the wider (8' or more) designated as service access.

4. Visitor and Resource Security

A mounted police patrol has been established in the park to insure the safety of the visitors and protect park property. One or two mounted patrolmen are currently on duty every day during most of the daylight hours and police cars from the adjacent neighborhood stations patrol the park roads throughout the night as a part of their regular beat. Stables and a police headquarters office for the mounted patrols have been provided in the Louis Sutter Playground area for a number of years. Parking on park roads is not allowed after sunset except at facilities designated for night time use such as the lighted tennis courts or for special scheduled events. Also recommended is the closing off by barrier gates of John F. Shelley Drive between its east and west intersections with Mansell Street and at Cambridge Street between sundown and daybreak. There is no constructive reason for visitors to be in this area during those hours. The small amount of traffic from Cambridge Street through the park at that time can be diverted around the park with no great inconvenience to the motorist.

The mere presence of authority can also do a great deal toward increasing security. This can be effected by a resident person at the model farm, the reception and meeting hall and the equestrian center. The police stable and the maintenance center already have personnel at these locations and at various parts of the park during the day. Radio communication between these people would

provide a network of personnel to report and contain vandalism and crime. Also, when visitation increases, the presence of a larger number of park visitors will act as a deterrent to antisocial activity.

5. Provision for the Handicapped and the Elderly

The location of most facilities on level sites within the park provide easy access for these visitors. These facilities include overlooks, picnic and childrens play areas, group picnic areas, , amphitheatre, model farm, community building, equestrian center,

Although the steepness of the terrain and its effect on the steepness of grades on the paved trails prohibits the use by the handicapped in many areas, there are several trail loops within the maximum gradient which can be negotiated by wheel chairs.

B. Landscape Management

1. Fire Control

A complete fire control plan should be developed for the areas susceptible to fires. There are areas which are largely immune to fires such as the Louis Sutter Playground area, the Wilde Reservoir Area, the golf course and other irrigated lawn areas. Also, in forested areas where the tree foliage begins high enough above flammable ground level there is minimum danger. However, in open meadows and under trees with low foliage where native grasses and leaf litter occur, fire hazards are high during the summer dry season. Fires are ignited in these areas almost every year by vandals destroying wildlife habitats and the natural appearance of the hillsides.

Educational programs should be held in the schools on the periphery of the park to point out the hazards of such fires and their adverse affect on wildlife and park aesthetics. Prompt action should be taken to report fires to the Fire Department which responds quickly when made aware of them. The trails and roads that separate the developed from the undeveloped portions, as well as some of the trails through the undeveloped areas, will allow quick access for fire fighting equipment and will serve as fire breaks. Fire danger signs should be posted at critical areas.

All fires, whether threatening major recreation areas, structures or neighboring buildings or not, should be promptly extinguished.

2. Vector Control

Some vector control will be necessary. Insects such as ticks, mites, fleas and flies and rats may be a source of public health problems. To control the terrestrial vectors, proper collection and disposal of refuse should be practiced and all buildings should be rodent-proofed. Brush and weeds protruding over trails and roads and in other areas of frequent use shouldbe removed to reduce the likelihood of tick infestations. No mosquito problem is expected in the riparian areas but the two lakes should be monitored for mosquito hatches, although incoming and outgoing water into them will help prevent stagnation, thereby helping to control the mosquito population.

3. Erosion and Sedimentation Control

A program of conservation to protect the land from erosion and to reduce sedimentation in the lakes should be a continuing effort. The drainage ways are accommodated in culverts and under foot bridges where they can be crossed by trails to minimize erosion. All of the cuts and fills caused by grading should be seeded to promptly stabilize the slopes. Fire control will also serve to prevent erosion by maintaining vegetative cover. Prompt cleaning of surface drains to prevent uncontrolled runoff of excess water and

quick repair of damaged irrigation heads and lines will also prevent loss of soil.

C. Administrative Concepts

The park will be administered in accordance with this Master Plan, covering physical development and management programs. This plan provides guidelines for future construction and will be revised to reflect changing conditions and needs.

1. Administration Facilities

The Recreation and Park Department of the City and County of San Francisco has the administrative responsibility for the recreation and environmental enhancement aspects of the park. Ultimately, the administrative center for the park should be in the proposed reception and meeting hall on Mansell Street. Until that time, the park's administration will be carried out from the Department's headquarters at McLaren Lodge in Golden Gate Park. It is not anticipated that on-site administration will be necessary until more organized facilities are installed and existing ones improved to justify it. Park maintenance headquarters will remain in its present location in the Louis Sutter Playground area.

2. Concessions

The equestrian center would be operated by a concessioner who will offer rental horses, boarding of horses, riding instruction, trail rides for visitors and horse care. (See Section, "Equestrian Center.")

Fast food facilities, when attendance justifies it, will be operated under contract with the City by concessioners. Their facilities, offerings and methods of operation, also will be under strict terms negotiated with the City and in conformance with the high quality standards established by the Master Plan.

All other facilities will be operated by the Recreation and Park Department.

3. Land Classification

Good planning requires classification of the lands in recreation areas. This helps to insure that facility development is compatible with the capacities of the basic resources. The land classification system employed is very similar to the one used by the National Park Service. With this system, lands are put into any one of seven classes. These classifications determine the uses that will be allowed and the management objectives for the various areas within the project.

Class I lands are high density recreation areas. Louis Sutter Playground, Herz Playground Area, the tennis court area, the amphitheatre area, Crocker Amazon Recreation Area, model farm, Harvard-Burrows area and the park roads are all in this class.

Class II lands are general outdoor recreation areas. The facilities will be less intensely developed and the use density will be less than that of Class I areas. Picnic areas

equestrian center, golf course, parking, upper reservoir, Wilde Reservoir Overlook area and children's play area will be in Class II.

Class III lands are natural environment areas. These are the generally steep lands to be used by small numbers of people with a minimum of facilities. Activities in these areas include walking and hiking, horseback riding, kite flying and nature study. Panoramic views of the downtown and bay area, the Farallons and the neighborhoods to the northeast and southwest will be seen from the trails and overlooks on these lands.

The four remaining classes of land are not found at McLaren Park. Class IV lands are outstanding natural areas with remarkable natural wonder, high scenic splendor or features of scientific importance. Class V lands are primitive areas with extensive natural, wild and undeveloped areas, removed from the sights, sounds and smells of civilization. Under Class VI are lands having historic and cultural sites which are associated with heritage of the nation, state or locality and of enough significance to merit preservation or restoration. Areas such as spillways and dams that must remain closed to public use, are designated as Class VII. All of McLaren Park will be open to the public.

CONCLUSION

X. CONCLUSION

McLaren Park has been under construction since the swimming pool was installed in 1958, a period of 25 years. With each passing decade major improvements have been added; some barely noticed by the park visitor because they are buried or concealed from view but vitally necessary for the park to function. These are the infrastructure of irrigation systems, drainage systems, electrical utilities and the grading which has long since naturalized. On the surface we see such facilities as the Louis Sutter Playground, the peripheral play lots, the Herz Playground and swimming pool, Visitacion and Mansell Streets and John F. Shelley Drive, the Upper Reservoir, the tennis court area, amphitheatre, the group picnic area, the Wilde Overlook, picnic sites and benches and over seven miles of hiking trails. These all add up to an impressive amount of investment in park facilities, bringing McLaren Park to a point where it is starting to emerge as one of San Francisco's major parks.

This plan has examined the environmental characteristics and the urban context of McLaren Park. The physical constraints of climate, geology, seismic activity, vegetation, topography. endangered species, hydrology, wildlife and viewsheds are now known and have been taken into account in the design and location of facilities. Public access, the demands of the surrounding neighborhoods and the availability of other recreational facilities, have been considered in the choice of the proposed new development. A new survey was made of the entire park in 1977 and is the basis of all drawings used in this report, and existing maps and data from the Department of Public

Works have been used to show the existing conditions and facilities. A deliberate effort has been made to distill this data into simple, easy to read drawings assembled for easy reference in this single volume.

From this development point on, each successive new facility or improvemen will have a greater influence on the usefulness and appearance of the park and the effect of the park as an entity will be felt. The perimeter development is largely in place but there is much to be done in the central areas. This development includes the following projects listed in order of relative cost:

1.	Large *	Rerouting Mansell, removal and grading of old right-of-way
2.	Large	Equestrian Center
3.	Large	Reception Center, Meeting Rooms and Park Headquarters
4.	Medium **	Mansell/Visitacion Overlook
5.	Medium	Mansell Ridge Development
6.	Small to Medium	New Hiking Trails
7.	Small ***	New Tree Planting
8.	Small	Two Tennis Courts and Lighting
9.	Small	Tennis Court Play Area
10.	Small	Renovation of Louis Sutter Building
11.	Small	Renovation of Tennis Center Building
12.	Small	Model Farm
13.	Small	Amphitheatre Renovation and Planting

14.	Small	Group Picnic Areas (26)
15.	Small	McNab Lake Bottom Re-surfacing
16.	Small	Horse Trails
17.	Small	Planting of Sunnydale at Golf Course
18.	Small	South Park Trails

The development of this fine park can now proceed in a positive and systematic way at a pace restrained only by the availability of funds. One or more of these projects can be selected for construction with the assurance that another unit has been added to the park in conformance with the plan. As each new improvement moves into place, McLaren Park will be a step closer to its ultimate completion and its full potential as the city's second largest park.

Note:

* Approximately $1,000,000
** Approximately $500,000
*** Approximately $25,000 to $250,000

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